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號八拾八百壹千壹萬式第

日四廿月四年寅丙

HONGKONG, FRIDAY, JUNE 4th, 1926 伍拜禮

號四月陸年五十五國民華中

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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEK DAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	7.00	7.15	10.30	11.40	Noon	1.15	4.55	5.25
Yau Ma Tei	7.05	7.20	10.35	11.45	12.00	1.20	4.44	5.38
Shatin	7.10	7.25	10.40	11.50	12.05	1.25	4.38	5.51
Tai Po	7.15	7.30	10.45	11.55	12.10	1.30	4.32	5.54
Tai Po Market	7.20	7.35	10.50	12.00	12.15	1.35	4.26	5.58
Fanning	7.25	7.40	10.55	12.05	12.20	1.40	4.20	5.62
Shum Shue Po	7.30	7.45	11.00	12.10	12.25	1.45	4.14	5.66
Shum Shue Po	7.35	7.50	11.05	12.15	12.30	1.50	4.08	5.70

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum Shue Po	7.40	7.55	11.10	12.20	12.35	1.55	4.02	5.74
Shum Shue Po	7.45	8.00	11.15	12.25	12.40	2.00	3.56	5.78
Shum Shue Po	7.50	8.05	11.20	12.30	12.45	2.05	3.50	5.82
Shum Shue Po	7.55	8.10	11.25	12.35	12.50	2.10	3.44	5.86
Shum Shue Po	8.00	8.15	11.30	12.40	12.55	2.15	3.38	5.90
Shum Shue Po	8.05	8.20	11.35	12.45	13.00	2.20	3.32	5.94
Shum Shue Po	8.10	8.25	11.40	12.50	13.05	2.25	3.26	5.98
Shum Shue Po	8.15	8.30	11.45	12.55	13.10	2.30	3.20	6.02

SUNDAYS AND PUBLIC HOLIDAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	7.00	7.15	10.30	11.40	Noon	1.15	4.55	5.25
Yau Ma Tei	7.05	7.20	10.35	11.45	12.00	1.20	4.44	5.38
Shatin	7.10	7.25	10.40	11.50	12.05	1.25	4.38	5.51
Tai Po	7.15	7.30	10.45	11.55	12.10	1.30	4.32	5.54
Tai Po Market	7.20	7.35	10.50	12.00	12.15	1.35	4.26	5.58
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Shum Shue Po	8.15	8.30	11.45	12.55	13.10	2.30	3.20	6.02

SHA TAU KOK BRANCH.

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shatin	7.00	7.15	10.30	11.40	Noon	1.15	4.55	5.25
Yau Ma Tei	7.05	7.20	10.35	11.45	12.00	1.20	4.44	5.38
Shatin	7.10	7.25	10.40	11.50	12.05	1.25	4.38	5.51
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Our London Letter.

TRAMS & BUSES. COMPULSORY INSURANCE OF CARS.

THIRD PARTY RISKS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, May 5th.

The future of the London tramways appears to be somewhat doubtful. For years they have suffered from the competition of the buses, and some people have predicted that it was only a matter of time till the tram was scrapped as being too costly to maintain. The Minister of Transport is, however, anxious to help them, and one expedient is to limit the competition of the bus services. He has issued a new regulation allowing the tram to increase their maximum speed from 16 to 20 miles an hour. The force of this is not apparent as it has always been claimed as the merit of the tram against the bus that it goes a good deal faster.

The London trams, owned by the London County Council, have an average speed of something over nine miles an hour, and I am told that this is a better record than any other city tram system can show. The maximum speed for the buses in London is 12 miles an hour, but they rarely go as fast as that in the streets. If the tram can work up to their legal speed—a rather alarming prospect for anything that happens to get in their way—they will be able to beat the bus's top speed by eight miles an hour.

The bus people are expected to go to the Ministry for permission to increase the present speed limit also, asserting that they would be able to get to the winning post first every time. This deadly rivalry of tram and bus may be exciting for those concerned, but it seems to add a new terror to life for the humble pedestrian and private motorist.

A BALDWIN BIOGRAPHY.

I learn that Messrs. Chapman and Hall will shortly publish an authoritative biography of the Prime Minister, under the title of "Stanley Baldwin: A Biographical Character Study," by Adam Gowans Whyte. The author shows how heredity and early environment combined with business and Parliamentary experience shaped the personality of a statesman who has been the subject of an unusual amount of speculative interest. His very intimate and illuminating analysis of Mr. Baldwin's character provides a key to the Prime Minister's attitude on the industrial and political problems with which he has had to deal. A number of interesting illustrations are included, among them being several hitherto unpublished photographs of Mr. Baldwin in his early years, and at Harrow and Cambridge.

MOTORISTS AND PETROL.

Mr. Winston Churchill's intimation in the course of his Budget speech that he is personally inclined to substitute a tax on motor spirit for the present licence duties based on horse-power has given tremendous encouragement to those who have long been advocating a change over on these lines. It is believed that the Chancellor will make an effort to change the taxation during the lifetime of the present Parliament. As your readers know, the revenue raised from this taxation goes to form the Road Fund, which in turn is devoted to the repair and maintenance of the roads. The argument is that it is fair that a motorist should pay in proportion to the use he makes of the roads and not the size of his engine.

I gather that opposition chiefly may be feared from the officials of the Ministry of Transport. The point is made that if the tax is to be on petrol instead of on horse-power, it will be almost impossible to exempt from any such tax the petrol used for motor boats (Continued on next Column).

BISHOP'S BAN ON UNBAPTISED. ANOTHER ST. ALBANS WEDDING CONTROVERSY.

LEGALITY DISPUTED.

For the second time in less than six months, a decision by the Bishop of St. Albans has aroused controversy. He has again upheld the refusal of a clergyman in his diocese to allow an unbaptised Nonconformist to be married in his own parish church.

The first controversy was last November, when the Rev. C. B. Law, vicar of Cheshunt, refused to officiate at the wedding of the son of a missionary, who informed him he had not been baptised, as he believed only in adult baptism.

The bishop then said that the wedding ceremony was written only for baptised persons.

COMMON LAW RIGHT.

The present case concerns the action of the rector of Barnet Parish Church, the Rev. W. E. Moll, who, by direction of the Bishop, declined to marry Mr. A. K. Williams, a Nonconformist, and Miss Phyllis Dickens, a Churchwoman, both residents in the parish.

A protest was suggested at the Barnet Church Council, but was not pressed and no action was taken.

The wedding, it was mentioned, took place, in fact, at Christ Church, Barnet, in the London diocese, the ceremony being performed by the vicar, the Rev. S. Roberts.

NO LEGAL RIGHT TO REFUSE.

An authority at the Archbishop of Canterbury's Faculty Office, Doctors Commons, expressed the view that the Bishop had no legal right to refuse to marry a person on the grounds that he or she was not baptised.

Parsons have a common law right to marry in church," it was stated. "There is no statute saying that they must be baptised members of the Church. These cases are not altogether uncommon. Usually the parties accept the vetoing of their marriage and are married elsewhere, but if the parties proceed by mandamus against the authorities concerned, I do not know how the refusal to marry them could be defended."

RECTOR'S STATEMENT.

The Rev. W. E. Moll, in an interview said:—

"In his regulations, the Bishop points out that as anyone can be married at a register office he cannot permit an unbaptised person to go through the rites and ceremonies of a church wedding. I do not say I agree with this viewpoint, but I have to carry out the instructions of the Diocese."

"I do not think that any other diocese in England has been similarly affected, and I think that our Bishop is the only one who has made such a ruling."

"It was quite by accident that the incident arose. It happened that Mr. Williams' people were Nonconformists and it was not until he saw the paper that he realised the position."

or stationary power plants, neither of which, of course, inflict any damage on the roads. However, the central fact remains that a tax on horse-power is illogical, whereas a tax on petrol would mean that the motor vehicle would pay actually in proportion to the mileage covered.

COMPULSORY INSURANCE.

Earl Russell has prepared a Bill and introduced it in the House of Lords for the compulsory insurance of motor cars. It has met with a friendly reception on every hand, and probably the Government will assist its passage through Parliament. The Bill proposes that no person shall be given a licence for the use of any kind of motor vehicle unless he is prepared to produce to the officer who issues the licence a policy of insurance, or a receipt for the insurance against third-party risks. The amount of insurance, as fixed by the Bill, must not be less than £5,000, and it must cover any damage caused by the use of the car over the period of validity of the licence.

All motorists are of opinion that legislation is necessary, while those who are not motorists are emphatically in favour of it. There have been many cases of late in which injuries have been inflicted on pedestrians, but the sufferer could obtain no monetary compensation, because the offending motorist was not insured, and had no means wherewith to pay. Obviously that sort of thing must be guarded against.—H.B.

GIRLS, HOW WISE ARE YOU? SOME SMART HINTS FOR WOULD- BE SMART MAIDENS.

[BY JACK DOE.]

Young woman, how smart are you? You know, though I, myself, have by no means reached the stage or the age when I can talk slightly of the young misses of to-day in favour of those who were flourishing when I was a nipper, I can yet look back on those dear, happy pre-war years and say regretfully, "Why, life wasn't nearly so easy then as it is now!"

And it's true. There was a lot of excuse then for maidens and women going about with greasy, unattractive hair, muddy, anemic complexions, badly-made, badly-planned clothes and spineless lack-lustre personalities.

Money was harder to come by. Most sports were out of the question for the ordinary office or work girl. She was often badly and insufficiently nourished. Dancing was not the simple, cheap and attractive pastime it is now. Beauty remained the prerogative of those who were born with it, or had the time and the cash to cultivate it.

But really, it's unpardonable for girls of this efficient age not to show a bright, well-cared-for and exquisitely smart front to the world, considering the magnificent strides the face-power merchants, the corset-makers, the shoe-makers, the dress-makers and all the other businesses catering to-day for woman's very natural love of beautifying herself, have made in the last ten years or so.

Therefore, sister, consider yourself sadly old-fashioned if you're missing teeth, unsightly feet, greasy, ill-tended hair, careless finger-nails, an unattractive skin, and a badly-balanced figure. You're behind the times. You're missing your tide. And I can never help suspecting the intelligence of any young woman who is fool enough to take no pains with her clothes or her looks.

I put her down as a slommoock, or a person with curiously little pride. Well, if you don't call that being half-witted these days!

IT PAYS TO BE CHARMING.

Young woman, how nice are you? It pays to be charming! Really. It pays, too, to be affable (carefully distinguishing, of course, between affability and gush), helpful, and, above all, a little tenderhearted. I think it's positively pathetic how the world responds to a smile, a cordial passing of the time of day, and that robin-like brightness of spirits which is so refreshing. Just as I think it's more than pathetic—criminal—the way girls miss their chances by showing their jealousy, by sulking, and resorting to those little rudenesses which are so hard to define but which never fail to get them heartily disliked.

There are some shops I dread to go into, the assistants are so short-tempered and curt. One woman behind the brass grille of a paper-shop-post-office I sometimes call at never fails to make me feel like an unconvicted baby-poisoner, or a potential bobbed-haired bandit.

There is an office I do business with whose telephone number I never call up. The girl in charge at that end is one of those imitation ladies—there are a surprising number of them about—who haven't mastered the first and most rudimentary principle to be digested by all those who go out into the world to earn their living at the expense of the public. This is, to be reasonably civil and good-tempered.

WORSE THAN WORRY.

It's the friction, the absurd jealousies, the discourtesies and the liberty-taking which make a job so difficult and unpleasant, and these things take it out of you far more than hard work or business worries. Wherefore, if you feel you are getting more than your fair share of such irritations, try a change in your own disposition and manner.

You'll be surprised! A cheerful smile begets another. A friendly, disarming air inspires confidence and makes fast friends for you. And gentleness and patience, old-fashioned virtues, but always new!

In short, you get more out of your job and out of life by being nice, just that, and everyone gets more out of you.

To be really liked, everywhere! After all, sister, what is there to give you a happier feeling than this sweet, comforting knowledge?—Sunday News.

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SCIENCE AND THE FAT MAN.

SEEKING A REMEDY AT ST.
THOMAS'S.

DIET AND DISEASE.

Important results bearing upon the relationship of food to disease are looked for when the new laboratories about to be built in connection with the medical school of St. Thomas's Hospital are in full swing.

Hitherto, the research work, conducted under the control of Professor Maclean, has been considerably handicapped by lack of suitable accommodation. The new structure will replace Army huts that have been in use within the hospital grounds for the past ten years.

"The work of building will start forthwith," said a medical authority of the hospital to an *Evening Standard* representative, "now that the necessary funds have been provided through the grant of £15,000 from the Rockefeller Foundation, to supplement the £15,000 already set aside for this purpose. One section of the new department will be set aside solely for the use of students and post-graduates coming from abroad.

EXPENSIVE EXPERIMENTS.

"Professor Maclean has been particularly interested in the study of diet as affecting disease, and the question of digestible substances. The work entails considerable expenditure, and experiments have generally been seriously handicapped by the lack of sufficient funds, which it is hoped will be forthcoming in generous measure to subsidize the work of the new department.

"The importance of digestion and diet upon problems of health is only gradually coming to be realized. In the past, as is well known, medical authorities have been puzzled by such problems as the fact that two persons apparently of equal build, stamina, and constitution have in the course of a few years been so diversely affected by the food eaten. One may remain or become abnormally thin, while the other may put on flesh to an abnormal extent.

"The question of malnutrition and obesity is one of the problems to be investigated."

BOOKMAKERS FEAR BETS TAX.

"PUTTING RESPECTED MEN OUT
OF BUSINESS."

REVENUE DOUBTS.

A special meeting of the Turf Guardian Society was held to consider the Bets Tax, and the following statement was afterwards issued:—

"We have no reason to alter our opinion about the taxation of betting. After a most careful and impartial examination of all the available data we are, we regret, still unconvinced that bookmakers are willing and able to contribute some millions of pounds per annum to the national Exchequer for the privilege of betting.

"We doubt if the Exchequer will gain anything worth having on balance if the almost certain falling-off in the receipts of the telephone and telegraphic departments and the entertainments tax are placed to the debit of the net yield of the bets tax, whilst the smaller advances at race meetings will adversely affect the horse-breeding industry, and we feel that the tax is bound to increase illegal betting and to benefit the most undesirable classes of turf operators to the detriment of responsible law-abiding bookmakers.

OUT OF BUSINESS.

"It will probably put a number of very respected men out of the business immediately it comes into operation.

"We have submitted our views to the Chancellor of the Exchequer, but as the Government has decided to try the bold experiment of a betting tax, despite all its obvious objections and difficulties, we must now await the decision of Parliament, although we have not lost hope that the Government may yet decide to keep the tax entirely out of the present Budget, however big a majority they could obtain for it in the House of Commons.

"If the tax does come into operation and our members are able lawfully to continue the business in which they are at present engaged, and which is a very essential part of the racing system in this country, we shall do our best to make the tax run smoothly, and all the machinery of the Turf Guardian Society will be at the Government's disposal for this purpose."

INDEPENDENCE OF MARSHAL
SUN CHUAN FANG.KIANGSU, KIANGSI, ANHUI, CHEKIANG AND FUKIEN
AS INDEPENDENT STATE.NO INTERFERENCE WITH OR FROM CHINESE OR FOREIGNERS.
A MONROE DOCTRINE.

TARIFF CONFERENCE ADJOURNS TILL AUTUMN.

The Chinese papers on Saturday published a statement from Marshal Sun Chuan Fang, declaring the independence of the five provinces, Fukien, Chekiang, Kiangsu, Kiangsi and Anhui, which he controls. Although he has been developing such a policy for some time, this statement is the first clear definition of it.

He says that he will apply the Monroe Doctrine to these five provinces and that he will brook interference from neither Chinese nor foreigners.

The Central Government consists of a Premier and is recognized only by Wu Pei Fu, who is the head of a combination which controls Hupeh, Hunan, part of Szechuan, Shensi, Honan and exercises a protectorate over Shansi.

The independent territories in China, which do not recognize the authority of the Central Government from South to North are:—

Tang Chi Yao.—Yunnan and Kweichow. Kuomintang.—Kwangtung, Kwangsi and part of Hunan.

Sun Chuan Fang.—Fukien, Chekiang, Kiangsu, Kiangsi and Anhui.

Fengchun.—a. Chang Tso, Lin Manchuria and an influence in northern Chihli and Shansi; b. Li Chang Alliance Shantung and Chihli.

Kuominchun.—Mongolia general and Kansu.

Sun Chuan Fang meets the Kuomintang on his Fukien and Kwangsi borders. He meets the Fengchun on his Kiangsu-Shantung borders; Wu Pei Fu on his Kiangsi-Hupeh border and the Anhui-Honan border. If he takes sides with any group, he is liable to an attack from its opponents, particularly as the Kuomintang and the Kuominchun are allied.

With unusual foresight for a Chinese military man, Marshal Sun Chuan Fang realized that some complication of this nature would develop, when he undertook to drive the Fengtien army out of Kiangsu. It will be remembered that at that time, Marshal Sun suddenly and effectively drove the Fengtien troops from Shanghai to beyond the Shantung border and then stopped. Wu Pei Fu and Chihli party regarded Sun Chuan Fang's unwillingness to attack the Fengtien army in Shantung as equivalent to treason. It was because Sun Chuan Fang stopped at Haichowfu that a Chihli-Kuominchun alliance could not be consummated and that eventually Wu Pei Fu allied himself to Chang Tso Lin, whom he had recently sworn to exterminate as a bandit, as stated in his public pronouncements.

Sun Chuan Fang, when he reached Haichowfu, announced that his goal had been that city. He thereupon disbanded some parts of his army, reorganized the government of the five provinces, which came under his control as a result of this war and declined to have any further dealings with any political groups in the country.

THE KUOMINTANG AND WU PEI FU.

He was approached by two groups in particular for an alliance: 1. Mr. Sun Fo, representing the Kuomintang, recently visited Nanking and proposed an alliance with Sun Chuan Fang. The latter told him that he would form no alliance, as his interests were limited to the five provinces under his control. He said, however, that if the Kuomintang stayed out of his territory, he would naturally not encroach on theirs. Mr. Sun is reported to have told Marshal Sun about the Kuomintang plans in Hunan. Marshal Sun is reported to have replied that Hunan was none of his business and that he would not lift a finger in matters that did not concern him. As that was what the Kuomintang wanted, they became partial to Sun Chuan Fang. No Kuomintang attack on Fukien or Kiangsi is to take place.

2. Marshal Wu Pei Fu "ordered" Sun Chuan Fang to attack the Kuomintang by way of Kiangsi, to send troops to his assistance in Hunan and to be prepared to assist General Chin Yun Ao in Shantung. It is stated in Chinese political circles that Marshal Sun did not even reply to these orders. Furthermore, it is known that Marshal Wu considers it unreasonable on the part of Marshal Sun to desire to hold five provinces when many worthy men have no

places at all. Marshal Wu would not only like Anhui and Kiangsi but even Kiangsu. As the whole matter hinges on the revenue of these provinces, Marshal Wu wants either the provinces or a financial contribution. As he controls what there is of a Central Government and as that Government may any day issue mandates appointing successors to Marshal Sun's various possessions, Marshal Sun cannot afford to recognize the authority of that Government, for, even mere recognition may lead to a tacit subordination to Wu Pei Fu.

THE FOREIGN AFFAIRS ISSUE.

The declaration of independence is a consummation of the policy of aloofness. Marshal Sun says that within the five provinces he will brook interference from neither Chinese nor foreigners. What he means by no interference by Chinese is well understood, but his attitude toward the foreigners is somewhat uncertain. In the other independent territories, the attitude toward the foreigners is clear:

Tang Chi Yao: recognizes the old treaties and makes whatever agreements with the French may suit him without consultation with any other part of the country.

Kuomintang: does not recognize the old treaties except by force; makes agreements with Russia or any other Power willing to deal with it, without consulting the rest of the country.

Chang Tso Lin: recognizes the old treaties; makes new treaties and agreements as suit his convenience, but often consults Peking; maintains his own Ministry of Foreign Affairs.

Kuominchun: recognizes the old treaties but protests against them and tries to break them by popular demonstrations; makes secret agreements with Soviet Russia.

What will be Sun Chuan Fang's foreign policy? What will be his attitude toward the old treaties and toward new agreements? This is the most significant political question of the day so far as the foreigners are concerned.

THE TARIFF FIASCO.

Particularly important is Sun Chuan Fang's attitude at this time when the Tariff Conference and the Extraterritoriality Commission are in session. The Tariff Conference, Chinese and foreign delegates admit, has become nothing more than a debt-collecting and debt-funding conference. Its object is to raise \$90,000,000 and to borrow on probable income, to fund unsecured loans and to issue new bonds. Dr. Wellington Koo is now reported to be negotiating a \$100,000,000 loan with Chinese bankers and if he fails, a \$30,000,000 loan. All this money, if raised, is to be used by Wu Pei Fu to unify the country by force, that is, to send punitive expeditions against the Kuomintang, Sun Chuan Fang, Chang Tso Lin and the Kuominchun.

Chang Tso Lin's objection to the Yen Cabinet is due to these loan negotiations. He knows that the money will be used against him. Sun Chuan Fang has adopted the same attitude.

CONFERENCE LIKELY TO
ADJOURN.

Meanwhile, the Chinese Government is authoritatively reported to have requested the Tariff Conference to adjourn until October. Many of the foreign delegates have already left Peking, but Mr. Silas Strawn remains to put into effect the terms of the Washington Agreements, after which it is expected that he will return to the United States. Mrs. Strawn and Miss Strawn have already left Peking. If the Conference adjourns until October, Wu Pei Fu's financial plans will not mature, and it is, therefore, not quite clear why the request was made, although some Chinese suggest that no Chinese delegates can be found who are willing to go ahead with the Conference on the basis of making the unsecured loans secured. They fear the effect on public opinion.—N.C. Daily News.

QUEEN'S
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"REVELATION"

THE WORLD

TO-DAY At 5.15 & 9.15

VIOLA DANA
IN

"DANGEROUS TO MEN"

THE TWO GEOFFREY
WARRENS.COMEDY OF A DRAMATIST'S PEN
NAME.

AUTHOR'S FLIGHT.

Mr. Dion Titheradge, whose play, "Loose Ends," was recently produced at the Duke of York's Theatre, has unwittingly caused unexpected trouble for another author by his choice of a pen-name.

"Loose Ends" was advertised as by "Geoffrey Warren." A few days ago Mr. Titheradge received the following letter:—

Dear Mr. Titheradge,—
I wonder if you have received any of my letters. Not that I want them, but they may have puzzled you.

You have complicated life for me enormously by your choice of a pseudonym. Many people know that I live by writing, but few know under what name. And so—

Item. My tailor and other people to whom I owe greater or lesser amounts think my fortune is now made, and they can press for settlement.

Item. The local income-tax man, with whom I am having the usual spar, now reckons that he has me bound and delivered.

Item. Relatives, acquaintances, and cadgers are making my life a misery by letter and telephone, and the MacWhirters want to hide me over the early days of your production.

If the persecution continues I shall have to ask you to extricate me by bearing the cost of an agony column disclaimer, or something of the sort. I think this is much better than getting a legal thug to write to you—the advice of relatives is always vicious, isn't it? Meanwhile I wish you and your play a long and happy run.

WARREN (himself).

THE REPLY.

To this document, Mr. Titheradge replied, "Dear Mr. Warren,—

Thank you for your letter of yesterday. I need not tell you how sorry I am to have caused you such devastating inconvenience. I assure you that it was without intent.

It may interest you to know that I selected my pseudonym while travelling on the Highgate tube. It first came to me as Warren Camden. I then selected Bernard Warren, but thinking some wag might call me Bunny for short, and then slip by easy stages to Rabbit Warren, I took the name Geoffrey, because it happens to be a favourite of mine.

I am yours to command any time you feel a notice in an agony column will help you. Will you please let me know what you feel about it? DION TITHERADGE.

LANDSCAPE PAINTING IN THE
TUBE.

This brought another letter from the real Mr. Warren, in which he said, "Your ability to achieve anything connectedly in the Tube fills me with admiration, though I did once see an aged man painting a landscape in water colours between Museum and Oxford Circus stations."

(Continued at foot of next Column.)

HONGKONG STOCK EXCHANGE.

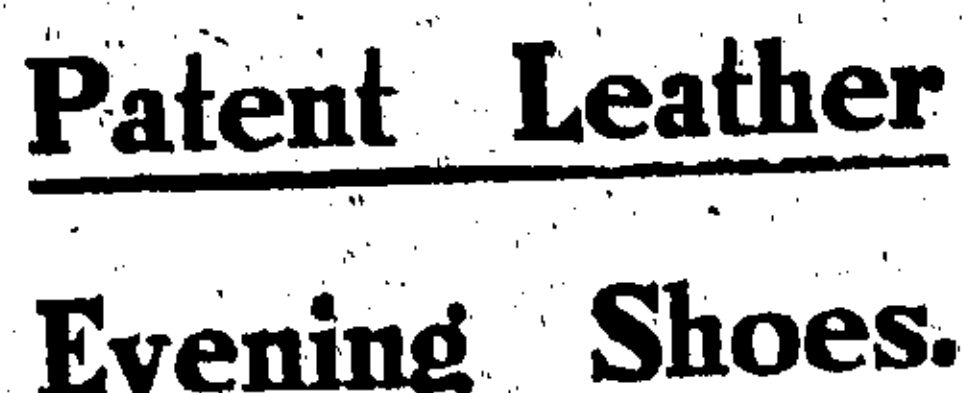
CLOSING QUOTATIONS.

June 2nd, 1926.

Hongkong Bank	£1100 sel.
Do. London	£123 nom.
Chartered Bank	£204 nom.
Maritime Bank, A & B	£204 nom.
Do. C	£213 nom.
P. & O. Bank	£21 nom.
East Asia Bank	£83 buy.
Capitol Insurance	£310 buy.
China Underwriters	£180 nom.
North China Insurance	£145 sel.
Union Insurance	£285 buy.
Yongtze Insurance	£374 buy.
China Fire Insurance	£180 buy.
Hongkong Fire Insurance	£170 buy.
Donghai	£28 nom.
H.K. & M. Steamboats	£324 buy.
Hongkong Tugs	£21 sel.
Indo-Chinese (Prof.)	£20 nom.
Do. (Del.)	£46 nom.
Shall Transports	£90 buy.
Star Ferries	£52 buy.
Waterboats	£15 nom.
China Sugar	£23 buy.
Malacca sugar	£35 nom.
Beangue	£11 buy.
Kailan Mining Ad.	£1 buy.
Langkats (combined)	£24 sel.
Do. (single)	£12 buy.
Shanghai Explorations	£16 nom.
Shanghai Loans	£7 nom.
Rambo	£3 nom.
Trench Mines	£57 nom.
Uni Capins	£2 nom.
H.K. & W. Wharves	£123 sel.
H.K. & W. Docks	£55 nom.
Hongkaws	£179 buy.
New Engineering	£15.50 nom.
Shanghai Docks	£11.100 buy.
H.K. & S. Hotels	£10.40 buy, 10.10 sel.
Hongkong Lands	£32 buy, 33 sel.
Hongkong Realty (p.p.)	£51 buy.
H.K. Territorial (p.p.)	£4 nom.
Hampshire Estates	£14 nom.
Prince's Buildings	£35 nom.
Bural Lands	£7 nom.
Evo Cottons	£11.91 buy.
Oriental	£11.3 nom.
Shanghai Cottons (old)	£11.53 buy.
Do. (new)	£11.28 buy.
Amusement	£111 sel.
Canton Loes	£14 nom.
Cement (combined)	£13 sel.
Do. (old)	£13 nom.
Do. (new)	£13 nom.
China Buses	£11.10.90 nom.
China Lights (combined)	£12 nom.
Do. (old)	£14 buy.
Do. (new)	£14 buy.
China Provident	£5.30 buy.
Constructions	£32 nom.
Dairy Farms	£15 sel.
Der A Wing (p.p.)	£3 sel.
Hongkong Electric	£44 buy.
Macro Electric	£40 nom.
H.K. Developments	£25 cta. nom.
H.K. Bopes (combined)	£30 sel.
Do. (old)	£10 sel.
Do. (new)	£5 sel.
Hongkong Tramways	£224 buy.
Lane Crawford	£102 sel.
Blackbottles	£124 sel.
Peak Tram (old)	£113 buy.
Do. (new)	£7.25 buy.
Sincores	£11 nom.
Taxis	£4 sel.
United Alabsters	£20 nom.
Watsons (old)	£124 buy.
Wm. Powells	£10 nom.
Singapore Tractions	£51 sel.

buy—buyers; sel—sellers; nom—nominal.

"On one point you are wrong, however. Such is the sweet simplicity of our fellow men, that the Bunny is inevitable, whatever the Christian name."



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The completion of the inspection by His Excellency was followed by the salute of 21 guns, fired at intervals by the artillery's battery of guns. Then came the first *feu-de-joie* fired by the troops armed with rifles, after which the massed band played a few bars of the National Anthem. This procedure was repeated three times until the last of the seven salutes from the guns and the last *feu-de-joie* had been fired, when the

and lanterns of all shapes and sizes in
colours were suspended and the effect

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 (Continued on page 5.)

(Continued on page 5.)

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(Continued from page 4.)

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(Continued on next column.)

BOYCOTT SETTLEMENT PROSPECTS.

FOREIGN COMMISSIONER IN HONGKONG.

MYSTERIOUS POSITION IN CANTON.

(FROM OUR CHINESE CORRESPONDENT.)

While many Chinese still doubt the probability of an early termination of the boycott by Canton against Hongkong owing to the absence of the name of General Chiang Kai Shek from the Kuomintang proclamation promising an early settlement, those who are in close touch with the situation believe that General Chiang will support the movement.

A quick settlement, and the resumption of traffic between the two Ports will, it is pointed out, certainly increase trade and an increased trade will help General Chiang Kai Shek to raise needed funds for his operations against Marshal Wu Pei Fu in the North.

It is said that General Chiang has begun negotiations with General Sun Chuan Fang of Chekiang with the idea of future co-operation and an alliance between Kwangtung and Kwangsi and the five Eastern Provinces of China—Chekiang, Kiangsi, Kiangsu, Fukien and Anhui.

Labour Unions in Canton are divided for the time being more over the question of terms than over the general proposal to settle the boycott.

FOREIGN COMMISSIONER.

Mr. Foo Ping Sheung, the Commissioner for Foreign Affairs, has left Canton but it is by no means certain that his object is to open conversations with the Hongkong Authorities with the idea of bringing about a settlement of the boycott as has been suggested. The position in Canton is decidedly mysterious and although Mr. Foo has not resigned his office it is expected that he will remain away until the situation becomes a little clearer. When opportunity offers he will make an effort to end the boycott but it would be a mistake to suppose that he is here in an official capacity for that purpose.

The families of Dr. C. C. Wu, the Mayor of Canton; and of Mr. Foo Ping Sheung, accompanied by Captain Chan Chak, at one time head of the Canton Navy but recently Chief of the Opium Monopoly, left for Hongkong by the s.s. *Fatshan* yesterday.

(Continued on next column.)

Mr. W. Yu, Mr. G. M. Young, Mr. C. J. Yeo, Mr. Yung Tze Ming, Mr. Yeung Kwok Sui, Mr. and Mrs. L. Yates.

The Matrons and Nursing Sisters, Government Civil Hospital, Royal Naval Hospital, Military Hospital, Matilda Hospital.

The Mess Presidents and Officers, R.A. Mess, Kowloon; of 1st Bn., East Surrey Regt.; of 5/2nd Punjab Regt. China Coast Officers Guild, Mercantile Marines (78).

The Members of Committees, Kwong Wah Hospital, Tung Wah Hospital, District Watch Force, Po Leung Kuk.

The Elders, District Officers, South and North.

Eng.-Comdr. F. W. Bromley, Pay-Mr.-Lt. E. D. T. Churcher, R.N., Pay-Mr.-Comdr. W. H. Coomber, R.N., Mr. H. M. A. Day, R.M., Lieut. F. C. Hasband-Clutton, R.N., The Rev. G. H. Hewitt, Lt.-Comdr. Costa Ingham, R.N., Commodore A. J. B. Stirling, Capt. R. Sturgis, Pay-Mr.-Lt.-Cdr. T. H. Trust, Lt.-Cdr. R. A. Yonge, Flight Officer N. Young, R.A.F., Lt.-Cdr. C. R. H. Harvey, Mr. and Mrs. J. R. A. Wyatt, R.A.F., Lt. R. N. Maude, Capt. Spicer, R.M., Lt. Agather, R.N., Lt. J. A. H. Hunter, R.N., Pay-Lt. Dickson, Surg.-Comdr. and Mrs. Aubrey, Pay-Lt. E. H. Harvey, Lt.-Cdr. C. D. Bury, Lt. C. P. Clark, R.N., Comdr. W. H. G. Followfield, R.N., Lt.-Comdr. and Mrs. W. S. Green, R.N., Capt. J. C. Hamilton, Eng.-Lt. A. Hole, R.N., Sub-Lt. J. Lichfield, Speer, Lt. R. Todhunter, R.N., Capt. V. G. Clayton, R.M., Lt.-Comdr. C. A. Robinson, R.N., Surg.-Lt.-Comdr. W. H. A. Sinclair-Lewis, Mr. F. Ratsey, Mrs. R. W. S. Hinton, Lt. W. E. Warner, R.N., Comdr. and Mrs. J. D. Bower, Lt. E. G. A. Clifford, Comdr. Handley, R.N., Surg.-Lt. F. B. Quinn, Lt.-Comdr. N. A. Beal, Lt.-Comdr. and Mrs. M. W. Bailward, Lt. S. E. H. Spencer, R.N., Sub-Lt. R. C. Gervers, R.N., Lt. G. G. Butler, Sub-Lt. R. McC. P. Jonas, R.N., Lt.-Comdr. T. I. Scott-Bell, R.N., Lt. J. E. Broome, R.N., Lt. G. H. E. Owles, R.N., Lt. R. W. Keymer, Sub-Lt. C. S. B. Turnbull, R.N., Lt. G. Tanner, R.N.

Dr. C. C. Wu and Mr. Foo themselves left Canton on a Customs launch last Monday. Even the Commissioner of Customs, it is said, did not know who exactly were on board. Mr. Foo was concurrently Superintendent of Customs in Canton and therefore entitled to the use of the launches.

The report that Mr. Foo has been conferring with the Consuls on Shamen on matters relating to the settlement of the boycott is incorrect. The Customs launch last Monday headed for Macao and that Dr. Wu and Mr. Foo would come to Hongkong from Macao was a foregone conclusion. Dr. Wu, it is thought, will settle in his Shanghai home.

Since his arrival in Hongkong from Macao he has been staying at a hotel but he made no comment on Canton affairs to any of his friends who called. Mr. Foo has a house in Hongkong. As their families, as stated, have now left Canton it is thought the absence of Dr. Wu and Mr. Foo may be of considerable duration.

MR. SUN FO.

Mr. Sun Fo, son of the late Dr. Sun Yat Sen who is regarded as the head of the Prince Party, is still communicating with General Chiang Kai Shek regarding the release of Mr. Wu To Chen. It is generally reported that Mr. Sun Fo's actual whereabouts in the City are only known to a few close friends, although it is not believed that General Chiang would molest the only son of the founder of the Kuomintang.

FOREIGNERS' OPINION.

Foreigners who have been for many years in Canton are pessimistic regarding the future, and consider that M. Borodin and the extremist labour leaders are working strenuously to prevent any improvement in the situation.

It is believed that General Chiang Kai Shek could settle the boycott by force if he wished to use force but the absence of his name from the Proclamation is regarded as significant. Some say he was greatly displeased because he was not thoroughly acquainted with the proposals before the Proclamation was issued.

PROCLAMATION SIGNATURES.

The Proclamation was actually signed by General Tan Yen Kai and Dr. C. C. Wu who were at Canton on May 31st. The names of Mr. Hu Han Min, Mr. Wang Ching Wei and Mr. Koo Ying Fan were also appended but two of these are absent from Canton and the third is either absent or is not officiating for the time being.

MR. MA CHIU CHUN.

Mr. Ma Chiu Chun, a former director-general of the Arsenal at Shesheng, and second-in-command to Mr. Wu Ts Chen in the days when Mr. Sun Fo was Mayor of Canton, has also come to Hongkong. Since the arrest of Mr. Wu Ts Chen; the former Canton Chief of Police, a number of the leaders of the "Prince" Party, have left Canton and Mr. Ma Chiu Chun simply decided to follow their example.

OIL MONOPOLY.

The Kuomintang have instructed a number of Labour Unions, to broadcast to Chinese overseas that the oil monopoly will be abolished by June 15th. Some of the Unions have refused to do this on the ground that they will not give credit to the Party for abolishing a tax which they ought not to have imposed, a tax which during ten months has raised the price of kerosene and other oils by five hundred per cent. to the great detriment of the people. Since the announcement of the intended reforms, however, several celebration parades have been held by friendly organisations.

M. BORODIN AND THE ARBITRATION BOARD.

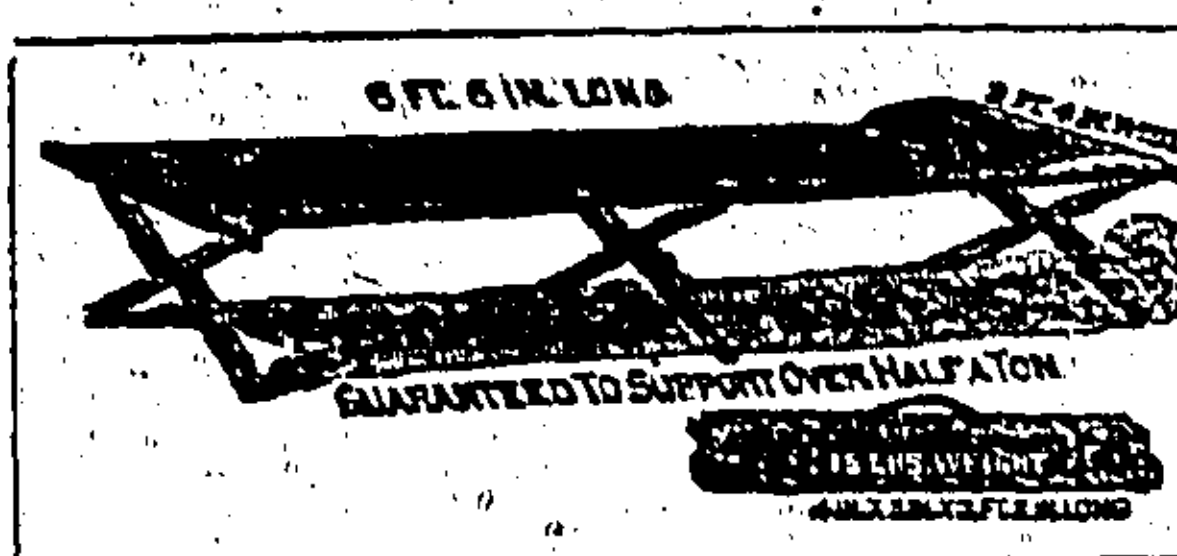
Regulations for the organization and constitution of the Board of Arbitration to settle disputes between labour and capital are being drafted by M. Borodin, the Soviet High Commissioner to South China.

DISTRICT ASSEMBLIES.

The Kuomintang have ordered that all "self-government" organisations in Kwangsi, such as District Assemblies, are to be abolished. Future local government will have to conform to the newly drafted by-laws, which will soon be put in force in Kwangtung as well as Kwangsi. In Kwangtung, district assemblies were abolished two years ago by order of the late Dr. Sun Yat Sen.

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[A.P.B.]

[108]

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NEW ADVERTISEMENTS.

IN THE MATTER OF THE COMPANIES
ORDINANCE, 1911.

AND
IN THE MATTER OF THE LUEN MOW
STEAMSHIP COMPANY, LTD.
(IN VOLUNTARY LIQUIDATION).

NOTICE IS HEREBY GIVEN pursuant
to Section 181 of the Companies
Ordinance, 1911, that a MEETING
OF CREDITORS of the above-named Company
will be held at No. 65, Cross Street, Room
Central, Victoria, in the Colony of Hong-
Kong, on the 21st day of JUNE, 1926, at
Two O'clock in the afternoon.

Dated 4th day of June, 1926.

LEUNG YEW NAM,
Liquidator.

S-43]

G. R.

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the SUPPLY
of CARPENTERS, CARPENTERS,
PAINTERS, PAINTERS and SCRAPERS,
and PLUMBERS to H.M. DOCKYARD.
Forms of Tender can be obtained at the
Office of CHIEF CONSTRUCTOR, H.M.
DOCKYARD, Hongkong, and should be
filled in and returned as indicated in Tender
Form, Not Later Than Noon, SATURDAY,
the 12th JUNE, 1926.

J. S. GILLINGHAM,
Chief Constructor

S-44]

THE HON. SIR CATCHICK PAUL
CHATER, C.M.G., DECEASED.

ALL Claims against the Estate of the
above named Deceased must be Sent to
the Undersigned forthwith.

DEACONS,
Solicitors &c.,
1, Des Vaux Road Central,
Hongkong.

Hongkong, 29th May, 1926.

S-362]

HONGKONG JOCKEY CLUB.

THE THIRD EXTRA RACE MEET-
ING will be held (Weather permitting) at
HAPPY VALLEY on SATURDAY 5th JUNE,
1926, commencing at 3.15 P.M. The First Bell
will be rung at 2.45 P.M.
The Charge for Admission to the Public
Enclosure will be \$1.00 for all persons includ-
ing Ladies. Soldiers and Sailors in Uniform—
Half Price.
Members are advised that they must show
their Badges to obtain Admission to the
Members' Enclosure.

Each Member has the right to introduce 2
Non-members to the Members' Enclosure.
Tickets for whom can be obtained from Messrs.
LIMSTEAD & DAVIS at \$5 each up to FRIDAY,
4th JUNE.
The Charge for Admission for Ladies to the
Members' Enclosure will be \$2. Each Mem-
ber can obtain, upon application to the
SECRETARY, Badges for the Admission of
2 Ladies Free of Charge.

INTIMATIONS.

SAFE DEPOSIT VAULTS.

THE BANQUE DE L'INDOCHINE has
to inform All Interested in SAFE
DEPOSIT, that they have actually in their
premises, 1, QUEEN'S ROAD, SAFE
DEPOSIT BOXES at the Yearly Rate of \$8
for the Small Size and \$12 for the Large Size.
Please Apply to The CASHIER. [3473]

INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

THE FORTY-FIFTH ORDINARY GEN-
ERAL MEETING of the Company will
be held at the Offices of the General Managers,
Messrs. JARDINE, MATHESON & Co., Ltd.,
Pedder Street, Hongkong, on THURSDAY,
the 10th JUNE, 1926, at 11 Noon, for the
purpose of receiving the Report of the Directors,
passing the Accounts, and electing Directors
and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 2nd to 4th JUNE,
1926, both days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO. LTD.,
General Managers,
Hongkong, 20th May, 1926. [3387]

TO LET.

A 4-roomed FLAT in CAMARON BUILD-
ING, Kowloon. Apply to HUM-
PHREYS' ESTATE & FINANCE CO.,
LTD., Alexandra Building. [3543]

PREMISES TO LET in the DAIRY FARM
BUILDING, PENNINGTON STREET, East
Point, Floor Area: 5,835 Sq. Ft., Height:
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AND LONDON.

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from this Port at Noon on MONDAY,
the 7th JUNE, 1926, taking Cargo for the
above Ports.
Silk and Valuable Cargo for Italy, France
and London (under arrangement) will be
conveyed by this Steamer according to Board
and then transhipped to the co-carrying
Steamer for Marseilles and London.
Parcels will be received at this Office until
Noon on the 5th JUNE previous to Sailing.
The Contents and Value of all Packages must
be declared.

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MACKINNON, MACKENZIE & CO.,
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Hongkong, 2nd June, 1926. [3638]

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Solera	37.00	3.10
Very Pale Dry	38.00	3.25
Pale Dry Nutty	40.00	3.40
Fine Old Brown	44.00	3.75

A. S. WATSON
& CO., LTD.

Wine and Spirit Merchants.

BIRTH.

Watson.—On May 30th, at the Victoria
Nursing Home, Shanghai, to Mr. and
Mrs. J. Watson, a daughter.

MARRIAGES.

BOWEN-MARKS.—On Saturday, May 29th,
at H.B.M. Consulate, Shanghai,
DONALD BOWEN, to JEAN E. MARKS,
of Eastbourne, England.

GLOVER-TOVEY.—On May 22nd, at Holy
Trinity Cathedral, Shanghai, by the
Very Rev. C. J. F. Symons, M.A.,
DOROTHY ETHEL, daughter of the late
HAMILTON TOWNSEND, and Mrs.
JENNIFER, of Vancouver, B.C., to
VICTOR BAGSHAW, son of Mr. and Mrs.
ALEXANDER GRAY GLOVER, of South-
ampton and Edinburgh.

Hongkong Office: 14, Chater Road.
London Office: 181, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 4TH, 1926.

THE COAL DEADLOCK.

It was almost inevitable that failure to
bring the coal strike to an end would
lead to increasing bitterness in the
criticisms of the Government. Less than
two weeks ago Mr. BALDWIN was acclai-
med throughout the world for his masterly
handling of the grave situation arising
out of the General Strike. Success was
achieved in a short and sharp encounter
with those who, in reality, challenged our
system of democratic control through
Parliament. A sigh of relief went up
when the men returned to work, and
bouquets were freely showered upon the
members of the Cabinet for the bold
front they had maintained during the
crisis. The Government are still stead-
fastly carrying through the policy which
they outlined when the first signs of the
approaching storm were noticed, but now
that matters appear to have reached a
deadlock grumbling and charges of in-
aptitude are taking the place of compli-
ments.

In the debate in the House of Commons
on Tuesday Mr. SNOWDEN said he had
never listened to a speech with such hope-
lessness and despair as he had listened
to that of the Premier. The only solution
of the problem, in his opinion, was action,
but the cables do not tell us whether he
gave Parliament any idea of the particu-
lar form this action should take. Here
lies the great trouble of all industrial
disputes when a position of stale-mate
has apparently been reached. It is in-
credibly difficult to sit still and wait
patiently when almost incalculable losses
are being suffered on both sides. But
there is little else to do. An imprudent
move on the part of the Government at
this stage would probably only lead to
greater and more widespread unrest, in
the future.

The offer of a subsidy has been with-
drawn as it was known it would be. It
was made in order to provide the neces-
sary financial assistance during the period
of negotiations, but neither owners nor
men appear willing to negotiate upon any
basis which offers the smallest possible
chance of success. There is no doubt
that the offer would be resumed as soon
as any suggestion for a conference took
shape but it has to be realised that
the Government's financial assistance
must be only temporary. The taxpayers'
money, as Mr. BALDWIN has repeatedly
pointed out, cannot be used indefinitely
to support the coal industry at the
expense of other industries in the country.

The hard fact must be faced that the
coal mines, as at present organised, can-
not pay the wages demanded. The Coal
Commission has endeavoured to find a
way out of the impasse by formulating
schemes of re-construction which, it is
hoped, will reduce working costs and lead
to higher profits. The Government have
accepted the Commission's report in its
entirety and are willing to put into effect
all the recommendations, but the men
hold out for a definite assurance that
their wages will not be reduced in the
meantime and this assurance cannot be
given. Presumably it is thought by their
leaders that a stoppage will sooner or
later force the Government to take con-
trol of the mines, but Mr. BALDWIN says
he will never be coerced into such a
position and so the tug-of-war continues.

"Wisdom," declared the Premier, "is
the slowest growth among plants, but it
will come in time and I believe sooner
than many people expect." That is the
only hope. The inexorable economic facts
of the situation will have to be recognised
and the more quickly that recognition
takes place the better for everyone con-
cerned. Meanwhile households are being
strictly rationed and arrangements have
been made to obtain coal from foreign
sources. The railwaymen will raise no
objection to handling this coal and there
should, therefore, be no danger of a
closing down of factories. Coal, however,
represents one of the most important
parts of our export trade. This, of
course, has been stopped and the losses,
direct and indirect, must increase as each
day passes. The miners are the worst
sufferers but no trade can remain entirely
unaffected by the fact that the earnings
of a large body of men have ceased. And
the country's ordinary expenditure, apart
from trade dislocations and disputes is
over eight hundred million pounds a year!
Well may the people ask where the money
is to come from.

During the absence of Miss H. D.
Sawyer, on home leave, Miss Agnes Dul-
mage, B.A., will act as Headmistress of
the Diocesan Girls' School.

Mr. R. A. Green, of the Hongkong &
Shanghai Bank, has undertaken the Hon.
Treasurership of St. Catharine's Notes. The
finances of the magazine, it is pointed out,
are at a very low ebb.

A welcome is accorded in Cathedral
Notes to new members of the choir—
Misses J. and I. Thornhill, Miss Hardinge
and Mr. Gahagan. It is stated, however,
that there are still many vacancies.

The Bishop of London, who will be pass-
ing through the Colony at Christmastide
on his way to Korea, will preach in St.
Andrew's Church, Kowloon, on December
20th, at the morning service.

BRITISH BOXER INDEMNITY.

In the reported allocation of the British
Boxer Indemnity, to which reference was
made in the Daily Press on Wednesday,
is correct, the high hopes entertained by
the Hongkong University of securing a
substantial portion of the remitted funds
will be dashed to the ground. One-third
of the money available is to be devoted
to conservancy work and the remaining
two-thirds will be divided between agricul-
tural education, medical education, fea-
turing public health and sanitary work,
and the education of Chinese in England.
If the University comes into this scheme
at all it can only be to a very limited
extent.

We should have liked to have seen some
allocation made for the completion of the
Canton-Hankow Railway. Ten or fifteen
years ago this was the subject of con-
stant debate in the Legislative Council
and the Chamber of Commerce was
always urging the importance of the pro-
ject. On one occasion, we remember,
Mr. C. G. ALABASTER painted in alluring
colours the advantages which would
accrue when we were enabled to travel
by train from "King's Cross to Kow-
loon," or was it from St. Pancras to the
Praya? In those days it was not re-
garded as an altogether fanciful picture,
but hope deferred maketh the heart sick.
Recently the question of railway develop-
ment in the South of China has been
thrust into the background and now Lord
WILLINGTON'S Commission appear to have
overlooked it entirely. Yet the completion
of this trunk railway would have a far
reaching influence upon trade and would
add enormously to the prosperity of the
whole of the Southern Provinces of China.
Only a comparatively few miles remain
to be built to link up the system from the
North with the Canton line and when the
present troubles are over—and there seems
now some likelihood that they will be over
soon—we trust their construction will
be vigorously advocated. The
money for such essential work should be
readily available even if none is forth-
coming from the Boxer Indemnity Funds.

HOBBIES.

[BY A LADY CORRESPONDENT.]

Everyone has (to use the cant phrase
of the day) his hobby-horse. Something
that pleases the great boy for a few
hours.

So said Wesley from the pulpit, in the
year 1760.

Most men, it seems nowadays, ride
some particular hobby-horse. They are
"great boys" for a few hours, "escaping
from the treadmill of work." But,
strangely enough, few women appear to
cultivate one. They are too busy. Life is
too full. At school they painted, wrote,
sang, played. But since they have grown
up, it is impossible. . . . They are
either married, or busy trying to get
married. Life rotates too quickly for
them to drop out of the swing for a
moment. They might get left behind.
Unless they have genius, or a "call" to
a profession, they prefer to keep out
of anything more enlightening than the
social whirl. They need no pity, for the
simple reason they do not realise what
they miss.

Every man and woman, however,
should have a hobby. Often one's work
allows no means of self-expression. A
hobby is the ideal outlet. No matter
what it may be—collecting odd curios,
books, prints; rearing dogs, cats or
guinea pigs, studying psycho-analysis,
Christian Science, or Chinese; hitting
any kind of a ball with any kind of a
bat; dancing the Charleston or playing
the euketele, even out of tune.

Some men, poor things, begin and end
their lives in offices. Especially is it so
in this Colony. And the women vegetate
into domestic and social cabbage. The
only hobby-horse they ever mount being
a "sentimental colt," as Shakespeare says.

Referring to the death of Sir Paul
Chater Cathedral Notes recall that when
the Cathedral Hall was proposed and the
late Mr. M. J. D. Stephens, who gave
\$20,000, insisted that his donation should
not be published, Sir Paul Chater very
kindly headed the subscription list with
\$5,000. Only last year having read of the
deficit which accumulated on the Cathed-
ral General Fund, owing to the expense
of the new roof for which no special ap-
peal had been made, he most generously,
and without any request sent a cheque for
\$9,800 to the Chaplain to put the account
straight. He was therefore practically
the donor of the roof of the Cathedral.

MILITARY ACTIVITIES.

KUOMINTANG TROOPS ARRIVE
AT THE FRONT.SKIRMISHES BETWEEN OPPOSING
FORCES.

[FROM OUR CHINESE CORRESPONDENT.]

The Kuomintang troops sent from
Kwangsi to reinforce General Tang Seng
Chi, who is now opposing General Yeh
Kai Chin for the control of Hunan, are
reported to have reached their destina-
tion. Skirmishes with the enemy took
place on May 30th, according to the latest
information to hand from the front.

RETURN OF GENERAL GALLET.

General Gallet, the Soviet military
adviser of the Kuomintang Army, after
a leave of absence for several months in
Russia, has returned to Canton with Mrs.
Gallet.

It is said that a large consignment of
arms and ammunitions for the Kuom-
intang will soon arrive at Whampoa.

CHINESE Y.M.C.A.

NATIONAL ANTHEM OF THE
REPUBLIC.

TUNE OF GOD SAVE THE KING.

A Chinese banquet was held at the
Chinese Y.M.C.A. last evening, when
those members who assisted in the recent
financial campaign were the guests of
honour. Mr. Ngan Kwan Yu, chairman
of the membership committee of the As-
sociation, was toast master.

The usual toasts were honoured. Among
the speakers was Mr. Kwok Lum Shong,
who raised more money and enlisted more
members than any other member of the
Association this year. Mr. Kwok, who
is a manager of the Wing On Company,
was presented with a prize as a reward
for his good work.

Before the guests departed, the
National Anthem of the Chinese Re-
public was sung to the tune of "God
Save the King."

An entertainment to which former
students of the Chinese Y.M.C.A. Day
School were invited was also given.

THE FISH LANTERN
PROCESSION.MAY HIS BRITISH MAJESTY LIVE
10,000 YEARS.

A tremendous crowd of Chinese men,
women, and children assembled at Tai-
pingshan Street, near the Chinese
Y.M.C.A., to see the start of the fish
lantern parade, on its way to H.E. the
Governor's reception at Government
House.

The leading banner-lantern was adorn-
ed with paper flowers bearing the inscrip-
tion in Chinese "Ying Wong Marn
Sui," or "May His British Majesty live
10,000 years" and in English "God
Save The King." The dragon included
in the Parade measured 100 feet.

The lanterns and the dragon were all
made by the firm of Sing Fook Kee, who
also provided the pieces for similar but
longer parades on the occasions of the
Peace Celebration and the visit of
H.R.H., the Prince of Wales.

AN ARMED ROBBERY.

BOAT-WOMAN VICTIMISED WHILE
CROSSING HARBOUR.

While crossing the harbour yesterday
morning a boat-woman and her *fokis*
were the victims of armed robbers, who,
after nailing the woman and her com-
panions in the hold, decamped with
money and jewellery to the value of \$84.

The boat woman's story, as told to the
police yesterday afternoon, was that at
10.30 in the morning two men engaged
her boat, which was lying off the Re-
clamation Ground, near the Bowrington
Canal, Wanchai, and directed her to
convey them to Bay View for the purpose
of taking some iron to Tung Man Street,
Central. On the arrival of the boat at
Bay View near the A.P.C. works, two
more men came on board, and instruc-
tions were then given for the boat to
proceed to Hung Hom. When near the
Docks there, the men suddenly stood up,
one going to the stern and taking the
tiller. The others forced the boat people
into the hold which they nailed down.
Later the mistress heard the anchor drop-
ped and on coming on dock found the
boat tied up near the Hung Hom ferry
pier. A broken box showed from where
the robbers made their haul.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION
OF
TWO LOTS.VALUABLE LEASEHOLD
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LOT No. 1.
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OFFICE as S SECTION 1 of SEC-
TION C of KOWLOON INLAND LOT
No. 1241, Together with the Building
thereon now known as No. 677, SHANG-
HAI STREET.

LOT No. 2.
ALL THAT Piece of Parcel of Ground
situate at MONGKOTSUI aforesaid
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KOWLOON INLAND LOT No. 1820
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FRIDAY, THE 11TH DAY OF JUNE, 1926,
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EGYPTIAN CRISIS.

BRITISH WARSHIP DISPATCHED FROM MALTA.

MOST DELICATE SITUATION.

[THROUGH REUTER'S AGENCY.]

LONDON, June 2nd.

A brief message from Malta announcing that the battleship *Resolution*, with Rear-Admiral Staveley, has been ordered to Egypt forthwith, coincides with recent indications that the Cabinet, however pre-occupied with the coal problem, is now grappling with a most delicate situation in Egypt, where the Zaghlulists return to power by a sweeping majority as the result of the elections has been followed by news that Zaghlul maintains his former uncompromising attitude, declining to accept the British reservations with regard to the control of the Sudan, safeguarding the canal, the protection of foreign interests in Egypt and the defence of that country.

SENSATION IN CAIRO.

CAIRO, June 2nd.

A sensation has been caused by the resignation of Judge President Kershaw, who, with two Egyptian judges pronounced the verdict in the conspiracy trial, on the ground that the verdict in the case of four of the accused men was contrary to the weight of evidence and constituted a grave miscarriage of justice.

His Majesty's Government has to-day addressed a Note to the Egyptian Government on the matter reserving judgment in respect of the verdict, which, meanwhile, it declines to accept as a proof of the accused's innocence and also reserving full liberty of action in the matter.

WARSHIPS UNDER ORDERS.

MALTA, June 3rd.

Although no further warships beyond the *Resolution* have been sent to Egypt at present, several others are under orders for Egypt at a moment's notice.

[A message received a few days ago reported that all the men concerned in the conspiracy trial had been acquitted, except Fahmy who was sentenced to death.]

THE COAL STRIKE.

NEW EMERGENCY REGULATIONS CONFIRMED.

LONDON, June 2nd.

The House of Commons, by 249 votes to 100 carried an address of thanks to His Majesty for his proclamation continuing the Emergency Regulations, including a new regulation empowering the Home Secretary to prohibit a bank or private individuals dealing in money or securities imported from abroad intended to be applied to any purpose "prejudicial to the public safety or the life of the community."

The Labour Members, headed by Mr. Ramsay MacDonald contended that the Regulations were now unnecessary in view of the good conduct of the people during the strike.

LATER.

The House of Commons has confirmed the remaining Emergency regulations.

PORTUGUESE REVOLT.

LISBON, June 2nd.

The Provisional Military Government has assumed the functions of the President of the Republic.

NEW APPOINTMENTS.

LISBON, June 3rd.

General Gomes Costa has arrived in the vicinity of Lisbon, and this morning conferred with Commandant Cabecadas, after which the Government eight portfolios were formed, comprising two Generals, two Naval Commandants and four civilians. Cabecadas being Premier and Minister for the Interior; General Gomes Costa, Minister for War and the Colonies; General Carmona, Minister for Foreign Affairs.

Commandant Cabecadas, Gomes Costa and Carmona constitute the Supreme Council.

GOVERNORSHIP OF CANADA.

LORD WILLINGDON'S APPOINTMENT REGARDED AS CERTAIN.

LONDON, June 3rd.

It is now regarded as certain that Lord Willingdon will succeed Lord Byng as Governor-General of Canada. An official announcement is imminent.

CYCLONE IN BURMA.

NEARLY THREE THOUSAND PEOPLE PERISHED.

RANGOON, June 3rd.

It is officially estimated that 2,764 people perished at Maungdaw, a township of Akyab in the recent cyclone.

[A previous cable from Rangoon stated: Devastation followed in the wake of a disastrous storm on both sides of the Mayu mountains, causing a tidal wave on the Naddi River, inundating the country and wiping out whole villages. Twelve hundred deaths have been reported up to the present.]

LABOUR STANDARDS.

CONFERENCE AND BACKWARD STATE OF CHINA.

GENEVA, June 2nd.

At the Labour Conference Mr. Chu (China) in a speech assured the Conference that the Chinese Government continued to show keen interest in applying at an early date the standards laid down by the International Labour organization but that modern labour standards could not be applied until China had reached the stage of modern industrialism. He hoped that China would be liberated from the yoke of unequal treaties.

Miss Margaret Bondfield rejoiced in the improvements which had already occurred in India and Japan as the result of the work of the Labour Conferences, but still viewed with horror reports of the condition of women in China.

[REUTER'S AMERICAN SERVICE.]

MORE AEROPLANES.

AMERICAN SENATE ADVISE AIR EXPANSION.

WASHINGTON, June 3rd.

The Senate has passed a Bill to be sent to the House of Representatives, authorizing the expansion of the air service, so as to provide 1,900 new aeroplanes to the end of an experimental period of five years.

FRANCE AND U.S.

DEBT SETTLEMENT AGREED TO

WASHINGTON, June 2nd.

The House of Representatives has approved of the French debt settlement.

MUCH OPPOSITION.

LATER.

The House of Representatives' vote on the French debt settlement was 236 votes to 111. The question has been debated sharply for the past few days, and the Democrats declared that the settlement was too lenient and unfair to American taxpayers. The debate, however, was not confined to party lines, Democrat Crisp of Georgia, joining the Republicans in defending the settlement. The resolution now goes to the Senate where it is expected that further opposition will be encountered.

PRIDE OF BEING ENGLISH.

CHARACTERISTIC LETTER BY MR. G. B. SHAW.

A characteristic letter from Mr. Bernard Shaw makes one of the liveliest pages of the book in which Miss Viola Tree tells the story of her "Castles in the Air" (The Hogarth Press, 18s.)—otherwise her defeated ambition to become a great singer.

"Don't try to become an Italian singer, that is, an impostor" (wrote G.B.S.). To be lovely and slim and ten feet high is a whole bunch of qualities.

You say fright hardens your voice. Then, in the name of common sense, O irrational Viola, why don't you take steps to get over the fright by singing in public—were it only at a street corner (where I learnt to speak in public) every day?

I don't want to drag you back from Italy if you like living there, in spite of the difficulty of hearing any nice music there except opera. But be patriotic. Your pride must be pride in being English. You must succeed as the beautiful Englishwoman. Your voice must be an English voice, and your genius an English genius. I am an Irishman—intensely proud of being Irish (quite unreasonably)—and I know you must get your soul free, especially from the ideas of music masters, who always live in one room (crowded with a grand piano), and never escape from it except into a concert-room or opera house, where they don't even pay for their tickets. I have no more paper left to be wise on, unless I take another sheet, which would delay me another month.

LORD OXFORD.

There are also some delightful letters from Lord Oxford (then Mr. Asquith) with whom Viola Tree evidently kept up a regular correspondence, and of whom she wrote, once, in a letter to Mr. Alan Parsons, whom she married:

"Don't, for God's sake, be pushing with Mr. Asquith. You know his character, and how he hates any form of wirepulling or unstraightness."

FAR EASTERN CABLE

NEWS.

[THROUGH REUTER'S AGENCY.]

THE NORTHERN SITUATION.

MARSHAL WU PEI FU AND THE KUOMINCHUN.

SHANGHAI, June 3rd.

The situation in China shows no sign of clearing up. Yen's Cabinet is proving an amusing farce, no Cabinet members except Yen himself having assumed portfolios. China is thus more than ever without a Central Government.

Fighting between the Kuominchun and Shansi forces is proving indecisive, but indicates that the Kuominchun are far from being eliminated.

Meanwhile, friction is developing as regards the spoils of office.

The Wu Pei Fuite, General Chin Yun Ao, it is reported desires to become Governor of Shantung. Chin Yun Ao, it is also reported, has negotiated with Marshal Sun Chuan Fang to assist him to attack Shantung.

Marshal Wu Pei Fu, who recently arrived at Paoingfu, near Peking, summarily dismissed Chin Yun Ao from command, and has assumed the post of Commander-in-Chief of the Northern Expedition against the Kuominchun himself. Marshal Chang Tso Lin is expected to leave Mukden to-day for Paoingfu for the conference with Wu Pei Fu.

GENERAL CHIN'S REMOVAL.

PEKING, June 3rd.

In view of the removal of General Chin Yun Ao, it is expected the anti-Kuominchun campaign will be prosecuted with renewed vigour. One of the important consequences of Chin's removal, seen by political observers, is that it has brought much nearer the realisation of the prospect of a meeting between Marshals Chang Tso Lin and Wu Pei Fu on which the political situation depends.

QUEEN'S THEATRE.

REGINALD DENNY AGAIN.

That popular mirth provoking film star, Reginald Denny, has once more made his appearance on the screen of the Queen's Theatre. He was seen yesterday in another of his delightful "comedy-dramas"—"Skinner's Dress Suit."

Reginald Denny is just as good in this picture as in any of the other excellent films he has appeared in recently. It is impossible to avoid laughing at "Skinner's Dress Suit." It is full of amusing and ludicrous incidents. Laura La Plante ably supports Reginald Denny in providing the fun.

This picture will be shown again to-day and to-morrow.

At the Star Theatre, Kowloon, Viola Dana, Monte Blue, Marjorie Daw and Lew Cody take the principal parts in "Revelation," a picture which will be screened until to-morrow.

DAMAGE DONE BY SHIPWORMS.

A CONSTANT SOURCE OF ANXIETY TO THE ENGLISH HARBOURS.

An instance of what he described as the out-of-date methods of Government departments was given by Dr. William Calman (Deputy Keeper of Zoology, British Museum) in a lecture on "The Shipworm," in London recently.

Two hundred years ago, he said, Dr. Sellins rejected the idea that the shipworm could emerge from its burrow and swim away to bore into a fresh piece of timber. This attitude was natural when nothing was known of the microscopic freewimming larva, but it was somewhat astonishing to find a 200 years old theory revived in an official report issued two years ago by a Government department. The shipworm, known in ancient times as the calamitas navium, remained a constant source of anxiety to the harbour engineer. The collapse of a timber-built wharf in San Francisco Bay in 1920, owing to shipworms, caused \$15,000,000 worth of damage.

The wood from London clay proving that the shipworm burrows riddled logs of driftwood in the Thames estuary, in Eocene times ages before man appeared on the earth. There was no doubt that the shipworm used wood as food. Experiments had shown that the shipworm was not attracted by glass or stone, but only by wood, and malic acid had been shown to be one of the chemical substances in the wood responsible for the attraction of the larva. Outbreaks in districts previously free were shown to be due, not to importation, but to the presence there of shipworms in small numbers, and the arrival of conditions favourable to their growth. They were less active as the amount of salt in the water was reduced.

THE CHANGE IN HONAN.

CHENGCHOW UNDER TWO REGIMES.

FOREIGNER'S PERSONAL EXPERIENCES.

Mr. Nahmachers, of the Henningsen Produce Co., Ltd., Chengchow, Honan, has given the *Central China Post* an interesting account of the conditions prevailing in that province under the various parties which have been in power since March, 1925.

A YEAR OF TURMOIL.

For more than a year past Chengchow has been in a constant state of turmoil due to the presence of the military and matters reached the climax of unpleasantness last Autumn during the operations against Shantung. It is asserted that there is not the slightest doubt that Agents of the Kuominchun held full control of the situation and every train that entered or left the City was searched by a small Russian armed patrol and no train or person could leave without their permission. The fact is emphasised that control was exercised by such a small body of men is indicative of the strong power which lay behind them.

During the whole of the time when the City of Chengchow and the surrounding district was under Kuominchun rule something approaching to a reign of terror existed—illegal taxation was rife and, quite apart from the fact that Chinese lives and property were treated with the utmost disregard, foreigners were subjected to unveiled abuse when going about their lawful daily business. Troops were quartered everywhere regardless of the strangling effect which their unwelcome presence had on business generally and money was extorted under the guise of loans, against receipts forced from the local Chamber of Commerce, from all and sundry, regardless of National status. We understand that even the Standard Oil Co., was not immune from these exactions, perhaps for the first time in the history of the Company out here.

EMPLOYEES BECOME BANDITS.

In the compound of the Henningsen Produce Co., Ltd., there were at one time 3,000 men quartered, all of whom, incidentally, reverted to banditry when the City changed hands again. Some of these men were supplied with arms by General Yang Shih Ming with the best of intentions and though he may have been misguided or forced into supporting the Kuominchun we are asked to say that as a Defence Commissioner no one could have been better in his attitude towards the foreign residents.

For months prior to the entry of the Allied troops on March 3rd conditions at night were particularly bad and for the last three weeks before that date scarcely a single shop dared open its doors. Everyone on the move prior to 10 p.m. was challenged, from 10 to 11 warned or shot, 11 to 12 arrested on sight and from midnight to daylight shot without warning. Such was the state of panic existing that anything that moved received a hail of bullets and many beggars and dogs paid the penalty. Foreigners, in the earlier hours, were allowed comparative freedom of movement, apart from consistent verbal mud-slinging, but after 10 p.m. were subject to search by any sentry along their route.

ROUT SAVES CITY.

Petty thieving took place all the time but, fortunately, though everyone lived in constant fear of a wholesale looting, the exodus of the Kuominchun forces, when it came, was so precipitate that they had no time to think of anything but saving their own skins. On the night of March 2nd, 25 trains moved West along the Luhsan Railway and vast numbers of men, carrying guns and ammunition moved out on foot, the number being at a rough estimate somewhere in the neighbourhood of 180,000.

The arrival of Chin Yun Ao's advance force on the 3rd March, was heralded by an armoured train, scarred with the marks of a running fight and with the guns' crews still stripped to the waist, swabbing out their weapons.

A STRIKING CHANGE.

No sooner had the Kuominchun evacuated and the Hupeh troops put in their appearance than the normal life of the town commenced again. Shops reopened and peaceful citizens went about their usual occupations in the ordinary way. Foreigners went about the place unmolested and unharmed and where foreign premises had been billeted, or were threatened with further billeting, any

(Continued on next Column.)

NO. 4 POLICE LAUNCH.

TOWED INTO DOCK YESTERDAY. BOTTOM BADLY DAMAGED.

The new Government vessel, No. 4 Police Launch, only recently released from Messrs. W. S. Bailey & Co.'s yard at Kowloon, for special patrol duty, and which, as reported, went ashore at North Port of Shelter Island, in the Sai Kung District during the bad weather of Wednesday evening, was towed into the Kowloon early yesterday morning by the Dock rescue tug, *Henry Keswick*.

As far as could be ascertained yesterday the launch suffered pretty severely by the tremendous buffeting she received from the heavy seas, which undoubtedly forced her on to the rocks. She was badly damaged in consequence, her bottom being dented from bows to stern, and the result was that she sprang leaks and the pumps had to be kept working all through the night and up till the time she was dry-docked yesterday morning. At one time she was making water rapidly, but once the pumps got fairly into action this was soon under control.

After the *Henry Keswick* left Kowloon Dock shortly after midnight on Wednesday and got outside Lyemun, the weather was found to be so bad and the seas so severe that it was deemed inadvisable to proceed to Shelter Island. Accordingly the tug returned to Lyemun and anchored until daybreak, when she steamed to her destination. As she rounded Shelter Island No. 4 Police Launch was seen leaving. The *Henry Keswick* followed her and overtook her at Lyemun, where she had anchored. From there the tug took the damaged launch in tow to Kowloon Docks, where she will now be put under repair. The full extent of her damage is not yet known, but it is not anticipated to be too serious. Apparently the worst damage is the denting

The *Kau Sing*, the new salvage and rescue tug, left Hongkong about five o'clock yesterday morning for Shelter Island, which she reached shortly after the *Henry Keswick*. Her assistance was not required, however, and she returned to Hongkong at the same time as the tug and launch.

As stated, yesterday, the Hon. Mr. E. D. C. Wolfe (C.S.P.) and Inspector Bond, of the Water Police, left on the *Henry Keswick* on Wednesday night, and they returned by her yesterday.

Had it not been for the fact that the police launch was fitted with wireless equipment, and was thus able to immediately get into touch with the Water Police Station following her mishap, the crew would probably have had to abandon her and take refuge on the island, which, although fairly large has only a few fishermen's huts on it. There was never any danger of loss of life.

WEATHER REPORT.

Last night's weather report, forecast and remarks by the Royal Observatory said:—

The anti-cyclone over North-east Japan has weakened slightly.

Local forecast: East winds, moderate, overcast, occasional rain.

reasonable request for the removal of troops met with a ready response on the part of the Authorities. In place of slovenly Officers and disorderly men appeared a smart and well-disciplined body of troops and at night-time, in place of the hordes of semi-bandits roaming the town endangering life and person, none was to be seen but Officers going about their ordinary duties or pleasures.

Where eternal squabbles had existed with the highest to the lowest over payments for value received, caterers, merchants, shopkeepers have been receiving payment in genuine money for value given. One could go on indefinitely making comparisons, odious to the Kuominchun troops, but one of the most important improvements in a Nation of transporters such as the Chinese are is the fact that the Hupeh troops promptly ceased to commandeer carts, barrows and coolies and did their own work with their own labour Corps.

HIGH STANDARD OF DISCIPLINE.

Military discipline was, and is, being maintained at a high standard with 'lights out' at about 9.30, reveille at 4 a.m. and all military drill conducted outside the City without obstructing the civil life of the Town. With a large body of troops on campaign it is not to be wondered at that some instances of breach of discipline and offence against property and person occur but such cases are few and far between and are met with summary punishment when detected. Confidence in Chengchow in Commercial circles has been restored completely and civilians of all Nationalities and classes cannot be too thankful to be rid of the incubus of the Forces owing a nominal allegiance to Feng Yu Hsiang first, with China's bad second.

PRIVATE LETTERS IN PRINT.

[BY EDITH SHACKLETON.]

Should one publish letters? Should one tell—even about the most respectable and betrothed kisses? Miss Viola Tree's book brings up the old question again, and she herself comes out to meet criticism in a foreword by her cheerful but how much better now than when I am dead." She misses the important point that if she had waited till she was dead Lord Oxford would probably be dead too. So would other girls of her period, whose thoughts were austere set on enfranchisement in 1908, and in whose minds there may rise ghosts of bad tempers when they read what the unapproachable Prime Minister then wrote about them to "a rather undeveloped school-girl."

PUBLISHING ONLY ONE SIDE.

It is, perhaps, always a little unfair to publish only one side of a correspondence. Nobody can doubt this who has ever found a set of his own letters, written years before, and tried to read them with the eyes of a stranger, or gone through an old packet of notes addressed to himself (and unburned because there was "nothing in them") to find that the genuinely innocent compositions could be pieced out by an outsider into positively incriminating and irrefutable evidence of things that never happened.

Moreover, mere strings of endearments are nothing to go by unless you know just how often they occur in the writer's letters to other people. He may be inconsistent in this matter, and only with difficulty restrain himself from addressing his laundress as "Darling soul," he may be so reverent that to write "My dear" is to him a blazing confession of adoration and joy. When the late Mrs. Ramsay MacDonald first wrote to her betrothed husband she expressed the devotion of an austere and lovely character by beginning "My dearest sir." A friend said it was the most abandoned address she could think of.

THE LOVER'S URGE.

When Tchekov's love-letters were published the other day many readers were curiously puzzled by the unpoetic terms of address. "My dog," "My little crocodile," he writes when he is coughing down in the South to the wife he adores in Moscow, but is there any mystery in this, any more than in the high-flown "Adorable angel" or "Peerless queen" of the letters of infatuated business men that are sometimes read out in court?

The lover's urge is always to find something new for his mistress, something that cannot be used for anybody else, and while an unliturgical butler merchant might imagine that he has made up "Adorable angel" all by himself, the writing man goes in terror of clichés, and would feel better about calling his love a snail than a dove any day.

"Beautiful" is an ill phrase," complains Polonius, but it is one whose invention would delight any cultured young lover, groping beyond the commonplace. When intimate letters are published, whether by legal misadventure or in book-making zeal, there always arises a chorus from prudent souls who wonder, *fortissimum*, how anybody can have been so foolish as to entrust such intimacies to the written word. "I may have been a flirt," a certain dashing Victorian beauty said in her maturer years, "but, thank Heaven, there does not exist a line of my writing in Europe." It is the cautious persons of her sort and the prudent chorus who really give the love-letter its value. Of course, written declarations and irrefragable records are foolish, but there is not much blood in us if we will never be unwise for one another, and not much adoration if we never have the impulse to place ourselves entirely at one another's mercy.

There is something to be said for publishing other people's letters, if one is going to publish them at all, while the writers are alive and able to combat any consequent wrong assumptions, but when one is to decide, in this respect, just when death takes place? Tchekov is dead, yet, to some of us, his widow showed a greater lack of refinement in publishing his letters to her than Mrs. Patrick Campbell did in letting us all read Mr. Bernard Shaw's exuberant appreciations of her beauty and vitality, though one may knock against Mr. Shaw in the Strand almost any morning.

A SELF-CONSCIOUS AGE.

In the present intensely self-conscious age there are men and women who appear to die many times before their deaths. They look over each decade, tie it up and label it, as it were, and then treat it exactly as though it belongs to somebody else. When young men of twenty and twenty-five have already published their chirruping autobiographies their love-letters may well seem less like personal possessions, and perhaps are ripe for the publisher or the waste-paper basket, according to quality. Usually, however, it will be for the waste-paper basket, for it is not from the chameleon soul, or the life compartmented like that of an insect, that great loves and friendships are made.

The middle-aged abbess Heloise who wrote to Abelard was one with the girl who had given him stealthy kisses in her uncle's house, and she did not look on that girl as a remote figure to be analysed dispassionately. "Do you remember" is a magical a lover's phrase as any, and perhaps better worth earning than any Phoenix-like accomplishments with dead poets.

UNTOLD LOVE STORIES.

We are well off for love stories and they are an undeniable enrichment of life. Countless lovers have been happier because Paris fled with Helen, because Cleopatra died with Antony, and because Romeo minded him of an apothecary. But it is rather more than possible that there have been far greater loves that have never been told. The best of the love stories we know have "come out" incidentally and not been proclaimed by the lovers themselves, for loving and telling do not go together. That is why so many poets have been wretched.—*Evening Standard*.

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INTERPORT CRICKET.

THE TRIP TO SINGAPORE.

WHO'S WHO IN THE HONGKONG TEAM.

INTIMATE BIOGRAPHICAL DETAILS.

The following amusing article on the Hongkong team has been contributed by "Erdap" to the *Singapore Free Press*:

The setting forth of the Hongkong team from Queen's Pier was in the nature of a minor triumph. Twelve bouquets were received, and one wreath; the latter from a disappointed candidate for Interport honours. As a launch left, valedictory poems were recited through megaphones. A salute was fired from the naval vessels, and a black tom cat, suitably attired, was deposited in the arms of the captain.

At dinner the first evening on the *Ho Sang* the captain made a lengthy speech in which he traced the history of cricket from its very inception. The skipper of the ship who was observed to yawn immoderately was heard to enquire if we were going to play or debate cricket in the Straits. The training of the team on the voyage was reminiscent of the Bull Ring at Boulogne in the early days of the war. At six on the 1st morning a medical parade was held by Captain Warters, R.A.M.C. Four members of the side were found to be suffering from adenoids and ingrowing toe nails: two were discovered with hammer toes. Physical drill under Q.M.S. Stripp was conducted from 6.30 until 8 every morning. This was strenuous in the extreme and included the climbing up riggings at the double, racing around the decks as a punishment for lack of alertness and body bending and twisting exercises of the Houdini type. Before breakfast Captain Warters took heart pressures and temperatures. From 11-1 Stripp massaged each player in turn and from 3-5 the slip machine and an improved wicket came into operation.

It must not be imagined that this reign of terror was accepted without opposition. But false ideas of loyalty and esprit de corps gained the day and the team arrived at Singapore in a very chastened, but fit condition. The only licence allowed was in the realm of dress. The result was that everyone covered their nakedness with the least amount of clothing—with the exception of the Chaplain who, upholding the archaic tradition of the Colony, walked about fully clothed and in his right mind the whole of the day.

Bearing in mind the truism that praise is always more important and essential than judgment, it may not be out of place to give a further report on each player.

THE PLAYERS.

DRIP HANCOCK—Chiefly renowned for his good looks. He is as Breakspear was *ad insensum tardus*, and *ignoscendum* *velox*. . . *hilaris dator*. Has written many articles on cricket: the best known being in Mr. Warner's book—has been known to cross himself upon hearing the phrase "gin sling." Will not justify himself unless he gets a century. Has been asked to play for Middlesex at various times. One of Hongkong's best products, and a great literary critic.

LOASTEN REED—The name given because he is a stout vegetarian and this is his favourite dish. Learnt his batting from his wife—but was not an apt pupil. His fielding can be quite startling at times. Hates batting last unless there are many runs to make. Amazing good at physical drill on the voyage. A rabid total abstainer.

A. C. I. BOWKER—Familiarly and playfully known as A.C.I. (Akey). Never known to miss anything coming his way in the field. Wonderfully fast fascinating action and takes a good photograph. The best after-breakfast speaker in the team: should make many runs on this wicket.

A. W. RAMSAY—Entirely without nerves, and polished all over. Amazing in the field—usually at his best against Malaysia. Expected to get fifty in record time. A beautiful pianist.

CAPTAIN R. A. WARTERS—Has written several books; the best known being "The psychology of cricket" with its telling on "The danger of over-exercise before breakfast." Just missed his blue at Cambridge. A great hitter and big game hunter. Loves fielding in the tropical sun.

S. R. SAYEN—A soccer blue of Queen's and scholar of note. Holds the Far Eastern record for fast scoring at cricket 175 in 75 minutes. Very thoughtful in the field. Pet hobby Government Blue Books Architecture. Has written a brochure on "The problems of Higher Finance."

C.Q.M.S. STRIPP—A linguist of no mean order. The originator of that fascinating phrase "O'Grady Says." Can whip the balls off more times in one match than most wicket keepers do in a season. Possesses the glaxo figure and sticks to water.

(Continued on next Column).

BILLIARDS.

MR. CLAUD FALKNER AT KOWLOON DOCKS.

ANOTHER BIG BREAK.

Mr. Claud Falkner, the well-known billiards player, who is at present in the Colony, met Mr. S. Gray at the Kowloon Dock Recreation Club, last night, in a match of 800 up. Falkner scored 931 and Gray 83.

Falkner showed up extremely well, scoring breaks of 503, 212, 67 and 85, while Gray secured a 22. Mr. Falkner only made eleven visits to the table.

In a snooker match Falkner beat Gray by 112 points to 11.

[Falkner's break of 503 is only one point below his break made at the Hongkong Club on Monday evening last.]

VOLLEY BALL.

TWO LEAGUE GAMES START TO-DAY.

Two volley ball league games will be played to-day (Friday). One between the Ying Wa College and Saiyungpun School at Queen's College; and the other between Queen's College and St. Paul's College, at the Y.M.C.A. ground.

The are 15 teams in the league, senior, junior, and small boys.

Mr. Richards Shim, headmaster of Ying Wa College, is president of the Volley Ball League this year, and Mr. Ko Sic Wai, is Hon. Secretary.

HOME CRICKET.

AUSTRALIANS v. NORTH MATCH RAINED OFF.

[THROUGH REUTER'S AGENCY.]

LONDON, June 2nd.

In the match North of England v. the Australians which opened at Birmingham to-day, there were only a few minutes play on account of the miserable weather. There were 3,000 spectators present when Carr won the toss. The North of England started to bat and had scored 40 without the loss of a wicket when play had to be abandoned for the day on account of rain.

WALKER CUP GOLF.

AMERICA UP ON FIRST DAY'S PLAY.

[THROUGH REUTER'S AGENCY.]

LONDON, June 2nd.

America won the foursomes by three matches to one in the Walker Cup Competition which is being fought out at St. Andrews. The visitors virtually decided the day's play over the first eighteen holes, for in spite of excellent recoveries by Tolley and Jamieson in partnership and Story and Brownlow, the British representatives were unable to wipe out a six holes deficiency sustained during the morning round.

The only winners for Britain were Roger Wethered and Sir Ernest Holderness who defeated Francis Outimet and Jesse (Siegegun) Guildford by four up and three to play.

Jesse Sweetser and Von Elm, increased their morning advantage to win over Robert Harris and Major O. S. Hazlet by eight and seven.

Bobby Jones and Watts Gunn, six up in the morning, defeated Cyril Tolley and A. Jamieson by four and three.

R. Gardner and A. Mackenzie, also six up in the morning, gained a one hole victory over E. F. Storey and the Hon. W. W. Brownlow.

LATEST SCORES.

LONDON, June 3rd.

At St. Andrews in the Walker Cup, the scores at the end of the first round were: Jones nine up on Tolley; Sweetser 2 up on Holderness; Wethered 3 up on Outimet; Von Elm 4 up on Hazlet; Guildford 1 up on Harris; Gunn 9 up on Brownlow; Storey 1 up on Mackenzie, and Jamieson 4 up on Gardner.

H. N. BALHATCHER—Feels at home in the local surroundings. Can take wickets on the fourth bounds. Very keen in the field and remarkably quick. Expected to make many runs.

E. C. FINCHER—Has the highest average for Hongkong—well over the century. Also a great tennis exponent. Admirable in the field he should do something of note in these matches. A good defensive player when occasion demands.

H. G. BURNES—A newcomer to Hongkong but has quickly come into prominence. Can bowl and bat equally well. Manages to get hurt in every practice and match—but this only increases his enthusiasm.

REV. T. B. POWELL—Introduces the pulpits in his batting with an unexpected and disastrous result. Eloquent in his appeals for log before. Brought off a sensational catch in the last Interport game. Is confidently expected to make many runs.

DICK HUMPHREYS—One of the most distinguished batsmen the Colony has produced. Very forceful and smites with great power. A model fielder and should be used more as a change bowler. A well-known amateur boxer, and speaks several languages.

THE DERBY.

DESCRIPTION OF THE RACE.

CALCUTTA SWEEP WINNER.

[THROUGH REUTER'S AGENCY.]

LONDON, June 2nd.

The Derby was run in a downpour of rain. After a slight delay at the post, there was a good start.

Coronach jumped off into the lead, from Harpagon, Apple Sammy, Colorado, Pantera, Swift and Sure and Finglass, while Tenacity and Lancagay struck off slowly. Colorado raced into third place after going halfway and was attended by Apple Sammy until the bend was reached, when Harpagon dropped back, leaving Colorado in second place. Coronach, however, increased its lead from Colorado.

Lancagay improved in the straight, but neither he nor Colorado could close with Coronach, which won in a canter. Swift and Sure was fourth. Review Order fifth and Cimiez sixth. Apple Sammy was last. Time:—2 min. 47.2/5 secs.

Rain fell all day, the course was exceedingly sticky and the race was run in a downpour.

STRANDED IN QUAGMIRE.

LATER.

"King Mud" was the real winner at Epsom, for the relentless downpour which begun in the early hours persisted until late at night, heavy traffic turning the roads into quagmires. Despite preparation for the salvage of stranded vehicles many heavy cars were left bogged the whole night, while taxis and light cars had to be bodily lifted by passengers and onlookers until they were able to grip the surface.

Buses and charabancs fared the worst, the enclosure near Tattenham Corner, where the majority took up their stand, being knee deep in mud. Weary passengers made herculean efforts and tugged and pushed unavailingly. Finally, they awaited motor tractors with caterpillar wheels which towed and pushed and deposited the vehicles on firm ground.

As night fell the tractors were still engaged in rescuing victims.

LATER.

Mr. R. Bishop, the fifty-year-old manager of the Policy Department of the London Shipping Brokers, drew Coronach in the Calcutta Sweep. He had disposed of the bulk of his ticket but won several thousand pounds.

THE STARTERS.

The full result of the Derby was as follows:

Lord Woolavington's Coronach (Childs) 1
Mr. W. M. G. Singer's Lancagay (Perryman) 2
Lord Derby's Colorado (Weston) 3
Mr. J. P. Hornung's Apple Sammy (Jellias)

Mrs. S. Whitburn's Bassoon (Quirke).
H. H. the Aga Khan's Cimiez (Smirke).
Mr. Frank Curzon's Comedy King (Dempsey).

M. E. de St. Alary's Finglass (Archibald).
Sir George Bullough's Harpagon (Elliot).

Mr. W. Nightingall's Le Gros (Kirby).
Sir Abe Bailey's Lexo (Beary).
Mr. F. Grettton's Macanudo (Lane).
Mr. Sol Joel's Pantera (Wragg).

Lord Barnby's Review Order (H. Beasley).
Sir Hedworth Meux's St. Mary's Kirk (Burns).

Mr. H. Shaw's Simon the Beggar (J. Leach).
Lord Astor's Swift and Sure (R. Jones).

Lord Glanely's Tenacity (Thwaites).
Mr. A. E. Macomber's War Mist (Ealing).

WERNHER GEMS MYSTERY.

DEVELOPMENT IN A FAMOUS THEFT CASE.

POLICE INVESTIGATIONS.

There has been a dramatic development in connection with the famous Wernher jewel mystery, one of the most remarkable burglaries in London in recent years.

Since the theft took place in the Red Room at Bath House, in the spring of last year, Scotland Yard officers have maintained diligent inquiries, and have at last come into possession of information which, it is expected, will enable them to formulate charges for a police-court investigation.

The Wernher gems were the property of Lady Ludlow, widow of Sir Julius Wernher, the South African diamond magnate. They consisted of sixteenth century works of art collected by Sir Julius, and were stolen from the Piccadilly mansion, the theft being the work of a cat burglar.

25,000 REWARD.

Cushions were ripped open and the covers used to carry away the world-famous jewels, which were worth £250,000. A reward of 25,000 was offered, and then there was silence till it was announced in the *Evening Standard* that information had been given leading to the return of the gems, and that the reward had been paid.

No charge has yet been brought in connection with the theft, but inquiries have resulted in some evidence being secured and a sensational development is probable.

PEERESSES IN THE LORDS.

A WOMAN'S PROTEST.

"MEN WANT ONE PEACEFUL PLACE."

"It has been discovered that political powers are contained in the homely and humble cup of tea," said a speaker at the conference of the Women's Unionist Organisation, held at the Queen's Hall.

She was Mrs. Dudley Stanhope, of Ilkeston, and was addressing the meeting on a resolution—which was passed—calling attention to the necessity for the political education of all classes.

"If the voting age is lowered to 21," she declared, "there may be six million irresponsible young women extra on the register, girls of 21 and upwards, who only care for dancing, picture houses and pleasure."

YOUTH TO YOUTH.

"The only way is to appeal to them through the things they like and enjoy. If they are keen on dancing, give them a dance, and get a speaker to speak for ten minutes. You can only appeal to youth by youth. In my division we have over 800 women members, chiefly miners' wives, and we got them in a very simple way—a cup of tea."

The conference, which was attended by 2,000 delegates (Viscountess Elveden presiding), was a remarkable demonstration of how enthusiastically women are taking up politics.

PEERESSES IN THE LORDS.

Viscountess Astor, M.P., submitted a resolution supporting the claim of peeresses in their own right to sit and vote in the House of Lords.

"There are only about twenty peeresses in their own right and seven hundred peers, so I don't think the peers need worry about being swamped," said Lady Astor. "Women won't really do away with what they call the dignity and solemnity of the Upper House, but if they did it would be a very good thing. I am not talking about the dignity; I am talking about the solemnity."

In protest against the resolution, Mrs. Lily Pierson, of Aldershot, cried out: "For heaven's sake let the men have one place in the country where they can live in peace."

Later she caused an outburst among the audience by declaring: "When the peeresses represent the views of the working women, which they do not do to-day, then there might be some reason for their sitting in the House of Lords."

The resolution was carried.

THE WORK BUBBLE EXPLODED.

A FEW WORDS FOR FUSSY WOMEN.

A professor of Birmingham University, spoke words of profound wisdom to an audience of women not long ago.

He told women straight out that there is no particular virtue in work.

This would considerably surprise them, for that sex is under the impression that work is meritorious, for which reason women will at this season turn the house completely upside down in order to provide themselves with yet more work to do.

At least, no other reason is apparent on the surface.

Women love work; and if they were left to their own devices they would still be clinging to heavy, dust-collecting draperies, "ornaments" whose only function was to be dusted regularly and carpets which had to be taken up and beaten at intervals.

Man, with his dislike of work, invented scrubbles floors and germless curtains and also cast forth useless work-providing "ornaments."

Likewise did he contrive most of the labour-saving devices which women distrust so.

Man, with his more acute brain, realises the value of relaxing. When he finishes his work he finishes it in an uncertain, manner and proceeds to be thoroughly idle.

Women cannot understand this. When a woman rests she does it ostentatiously, with an air which plainly says: "I am not being idle for my own gratification, but in order to recuperate for more work."

"SOMETHING TO DO."

This is why they are so annoyed when they see a man relaxing. "Can't you find something to do?" They cry—just as if having something to do were the be-all and end-all of life!

"A woman's work is never done," they say with a kind of melancholy pride. This shows that women do not know how to live, and have never realised the great and manifold virtues of idleness.

A simple test is to notice a man and a woman sitting down. The woman takes a hard chair with a straight back, on which she sits bolt upright. Man being wiser chooses the easiest and in right into which he slumps thoroughly relaxed. It is of no use to offer a woman the easy chair; she prefers the hard one, just as she prefers work to blessed, comforting idleness.

Even the so-called "idle woman" is never really so. She is not happy till she has found herself some occupation, sometimes of a pseudo-philanthropic kind. Fancy belonging to a sex which deliberately creates work!

"Work," says this great and wise professor, "is a thing you do only because you are compelled to do it."

It would do some fussy, restless women good to take these words to heart instead of running round trying to find something else to do.

Let them contemplate man, so grand in his passivity, having spared with complacency not the ugly thing they call Work, and they will then realise the justice of his claim to belong to the superior sex.

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On or about 29th June, 1926.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Malaya"	10th June	15th of July
M/S. "Pern"	12th July	—
M/S. "Danmark"	2nd August	—

Subject to change without notice.

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NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM, HAM-
BURG, BREMEN, GENOA, Etc.

THE Steamship

"OLDEKERK" (10)

having arrived from the above ports,
Consignees of Cargo by her are notified
that all Goods are being landed at their
risk into the Godowns and/or extra-hazardous
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whence and/or
from the wharves, Delivery may be obtained.
Goods not cleared by the 9th June, 1926,
will be subject to Rent.

All broken, chafed and damaged Packages
are to be left in the Godowns, where they will
be examined on the 8th June, 1926, at 10 a.m.,
by Messrs. Goddard and Douglas.

Claims against the Steamer must be
presented in writing within ten days after
arrival of Steamer, otherwise they will not be
recognized.

No Fire Insurance will be effected by the
Underinsured in any case whatever.

Bills of Lading will be countersigned by
JAVACHINA-JAPAN LUN,
General Agents.

Hongkong, 1st June, 1926. [644]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
CO., LTD.

CONSIGNEES per Company's Steamers

"AGAPENOR"

are hereby notified that the Cargo will be dis-
charged into Holt's Wharf, Kowloon, where it
will lie at Consignees' risk and subject to
Terms and Conditions of Storage at Holt's
Wharf. The Cargo will be ready for Delivery
from Godowns on and after 2nd June.

Optional Cargo will be landed, unless Notice
has been given prior to Steamer's arrival.
All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on any Tuesdays and Fridays between
the hours of 10.45 a.m. and Noon within the
Free Storage period.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 4th June, 1926, will be
subject to Rent.

All Claims against the Steamer must be
presented to the Underinsured on or before the
13th June, 1926, or they will not be recognized.
All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 4th June, 1926, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 2nd June, 1926. [3639]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM
NAVIGATION CO.'S STEAMER
"PADUA"

ARRIVED HONGKONG ON 1st JUNE, 1926.

FROM ANTWERP, LONDON, GIBRALTAR,
MARSEILLES, MALTA, FORTSAID,
ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above
named Vessel are hereby informed
that their Goods are being landed and
placed at their risk in the Hongkong and
Kowloon Wharf and Godown Company's
Godowns at Kowloon, where each Consignment
will be sorted out Mark by Mark and Delivery
may be obtained as the Goods are landed.

Optional Goods will be landed here unless
Instructions have been given to the con-
signment Six hours before arrival of the Steamer.
Goods not cleared within 8 days, including
date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees, and
the Company's Surveyors, Messrs. Goddard
& Douglas, at 10 a.m. on Mondays and
Thursdays within the Free Storage Period.

All Claims against the Steamer must be
presented to the Underinsured on or before
21st June, 1926, or they will not be
recognized.

No Claims will be admitted after the Goods
have left the Godowns.

MAKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 1st June, 1926. [3636]

THE BEN LINE STEAMERS, LTD.

FROM LEITHE, MIDDLESBRO', ANTWERP,
LONDON, AND STRAITS.

The Steamship "BENGLOE."

CONSIGNEES of Cargo are hereby informed
that their Goods are being landed at
their risk into the Godowns and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Ltd., whence, and/or from the wharves
Delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 4th June, 1926, will be
subject to Rent.

All Claims against the Steamer must be
presented to the Underinsured on or before the
13th June, 1926, or they will not be recognized.
All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 4th June, 1926, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 23rd May, 1926. [3617]

ON TAKING OUR PLEASURES.

DO WE KNOW HOW TO GET THE
BEST FROM LIFE?

THE JOYS WE LET SLIP BY.

[BY ROBERT BLATCHFORD.]

If one gave ten men and ten women
each a one pound note, in how many
different ways would they spend the
money? It is the same with holidays.
Most human beings are gregarious; they
find exhilaration in a crowd; but some,
generally those full of years, prefer soli-
tude. I am of that class: I, who used to
revel in crowds and life when I was young.

The Easter holidays this year were full
of sunshine. How did the workaday
masses spend those golden days, I wonder,
and what profit had they of their
money? The popular form of holiday, as
I said last August, does not appeal to me.
The rush to the overcrowded beaches
and the weary drag back to the over-
crowded train suggest a recreation at once
laborious and sad. Sea air is whole-
some, when one has room to breathe it.
There is delight in a walk on the sands,
when they are not as thickly tenanted as
a fly-paper. But the actual "day at the
seaside," one would imagine, must be a
source of weariness and irritation.

HERDING TRIPPERS.

Or, is it possible that the herding trippers
like it? Our modern trippers are a
hardy race. They are inured to crush
and hustle and noise. They can dance for
hours to the discordant blare of a jazz
band without fainting or seeing red. They
are a strenuous, pushing, bus-raiding,
strap-hanging crew; but they lack initia-
tive, or they have no imagination. They
go in whole battalions to the popular re-
sorts. It never occurs to any of them to
stop a few miles short of the general
Mecca and have a glorious time in the
woods or on the Downs. Is it because
they know no better, or is it because
squatting close-packed, like a football
crowd, on the hard shingle, staring at the
sea, really gives them pleasure? It is
possible they are happy in their own
peculiar way, though they certainly do
not look it.

Many years ago, in a volunteer camp,
a young corporal, a medical student and
the son of a vicar, asked me what I was
staring at. When I told him I was look-
ing at the sunset, he asked me, "Why?"
I explained to him that it was beautiful,
that it was magnificent, and he seemed
surprised; but, after looking at the sky
as if it were the first time he had seen it,
he said, "By jove, yes, it is pretty. I do
not mean the motor-cyclist in his helmet
and goggles, tearing along in clouds of
dust and stench, and the main roads to
popular resorts are spoiled by the pre-
sence of the speed hogs. But every Eng-
lish county will yield happy results to a
wise tripper, who will look at beauty
instead of hurrying by, and will keep clear
of the gregarious swarm.

HOW TO ENJOY SCENERY.

A Scottish professor once said that he
had not recognised the beauty of nature
until he read Ruskin. Ruskin told him
how to see things. Now, if I wanted to
awaken the appreciation of a young man
like my medical student, I should advise
him to read Milton. One of Milton's
minor poems, "L'Allegro," is a concise
and perfect guide to the beauties of Eng-
lish landscape and the pleasures of coun-
try life. If any one of our readers has
so far "not noticed" that the sunset is
"pretty" let him read that poem every
morning and every evening for a week,
and he will wake up to find himself in a
new England, in a new and beautiful
world; but he will never again be able to
endure a holiday crush on the sands of a
vulgarised watering-place.

He will have learnt a new philosophy
of pleasure; he will have discovered in
himself unsuspected capacity of enjoy-
ment; he will find, with a pleased sur-
prise, that a cloud, or a tree, or a bed
of cabbage, or an old stone roof, or a
ploughed field is a picture, and that the
longer he looks at such a picture the more
wonderful it becomes and the fuller it
makes his knowledge and his joy of life
and the good round world.

Such is the poetic magic of "L'Allegro,"
a piece which could be printed in
a single column of this paper. And this
poem, well known to literary students,
is probably as unfamiliar to the holiday-
making crowd as "Lalla Rookh" or the
Norman "Edda." The common idea of
Milton is "the chap who wrote 'Paradise
Lost.'" The fact is that he is as English
as Shakespeare, and that no poet has ever
put England's beauty so artistically and
so completely into one brief and compact
poem. The complete thing, apart from
the introduction, consists of 108 lines.

SIMPLE JOYS.

Within this narrow compass Milton
tells us of the meadows and the woods,
the hills and rivers, the country dances,
the nut-brown ale, the farmer's cattle,
the sky, and ends with a peerlessly
musical passage on Music. If one has
not "noticed" the sky—these lines will
help—

Sometimes walking, not unseen,
By hedgerow elms, on hillocks green,
Right against the eastern gate
Where the great sun begins his state,
Robed in flames and amber light,
The clouds in thousand liveries dight.

There was a poet who wrote a poem on
the pleasures of the imagination, and I
believe I could get more delight and feel-
ing of the country by sitting in the garden
and reading Milton than by spending a
week-end amid the blatant confusion of a
popular holiday resort. That is because
I have seen and lived and know the simple
joys and healthy beauties of which the
poet writes, and as all elderly people
know, experience is an asset. The day
dreams of the grey heads differ from those
of the young. We live back in the glories
of the past: they make imaginary jour-
neys into the intimated dreamlands of
the future. We have the great advantage
that our dreams are realities. The boy
or girl's dream of love is an indefinite
scented rosy glamour, our remembrance
of love is a solid glory; we live it over
again to wonder at its ineffable sweet-
ness. That really happened. We had it.
It was ours, that tenderness beyond
imagination, that beauty that can never
fade.

REAL HAPPINESS.

But youth scores in its turn. The im-
aginary achievements in which the ardent
youngster revels make our poor actual
accomplishments pale as their intellectual
fires. When I was a child of eleven,
working at the lithographic press, I used
to dream extravagantly as I stood by
stolidly to damp the stone. If the man
I worked with could have read my
thoughts! The pirate ships I boarded,
the ladies I rescued, the forlorn hopes I
led, the gorgeous feasts I gave, poor little
hungry urchin! I was Lord Nelson,
Charles Dickens, Napoleon Buonaparte,
Deadly-Eye the Scout, and the Lord
Mayor of London all magnified ten dia-
meters before I got my breakfast of bread
and coffee. And here I am half-way
through my eighth decade, and I have
never changed a square, nor scolded an
Indian, nor written a "Hamlet," nor
eloped with a princess, and don't regret
it in the least.

Ah, but, young sir, I know better tunes
than "See the Conquering Hero," and
I would not exchange the humblest of my
plain bread-and-honey joys for the proudest
of your imaginary heroics. Wait until
a real woman, the woman, looks at you
as if you were a star; wait until you
hear your first baby speak his first word,
and all your dazzling romances will go
out like a firework in a shower of sparks.
And if you are feeling any envy of the
great, go and look at their pictures and
be cured.

BRITAIN'S BEAUTY SPOTS.

Real happiness depends on simple facts,
real holidays depend on simple pleasures.
There are hundreds of ways of spending
a sunny Easter, and I think the popular
method of crowding on a sophisticated
sea beach is about the worst. Quiet
woods, remote villages, the moors, are all
prolific in healthy enjoyment. Even the
high roads of England are rich in beauty.
What pleasure a well-chosen party of
cyclists can get out of a day's ride. I do
not mean the motor-cyclist in his helmet
and goggles, tearing along in clouds of
dust and stench, and the main roads to
popular resorts are spoiled by the pre-
sence of the speed hogs. But every Eng-
lish county will yield happy results to a
wise tripper, who will look at beauty
instead of hurrying by, and will keep clear
of the gregarious swarm.

I see some of our railway companies are
advertising the beauties of England, and
advising our people to see England first.
A good idea; but the ordinary holiday-
maker requires help. "It would be a ben-
eficent act for some good man to compile
a book giving plain practical directions
as to ways and means of spending a hol-
iday week-end: on the Norfolk Broads, on
the Sussex Downs, on the Yorkshire
Moors; with a bicycle, in a van, on a
boat. There are hundreds of thousands
of English folk who know nothing about
our beauty spots, and simply follow the
annual swarm to the sea. Who will show
the people a light?—Sunday News.

FAKIR EXHIBITIONS IN PUBLIC.

PROPOSAL THAT MEETS WITH
STRONG OPPOSITION.

HOME OFFICE WATCH.

The Home Office has received, and is
considering, reports concerning the private
demonstrations of the two Egyptian fakirs
now in London, Tahra Bey and Rahman
Bey.

The nature of the fakirs' displays has
raised in an acute form the question
whether they are suitable for public pre-
sentation in England.

PUBLIC DISPLAYS PLANNED.

An Evening Standard representative
was informed that it is hoped to arrange
for three public demonstrations of the
powers of Tahra Bey, who have given an
exhibition at the Scala Theatre in the
presence of a large number of medical men
and other well-known people.

The first of these exhibitions would be
at the conclusion of the flight in a coffin
from Paris by the fakir, which has been
planned.

There is a strong section of opinion
against the demonstration in public of the
acts of Tahra Bey or Rahman Bey.
Rahman Bey is due to give a further
performance at a private gathering at the
Little Theatre.

The chief feature of the performances
of the men are the sticking-into their
flesh of needles and daggers, and burial
alive in cataleptic trances, during which
life is apparently suspended.

HOME OFFICE POWERS.

The powers of the Home Office over
private performances are very limited.
Should it be considered that these exhibi-
tions infringe the ordinary standards of
taste, those responsible for any public
exhibitions will be so informed. It is
very rare that such a hint from the Home
Office is defied.

WOMAN M.P.'S VIEW.

Miss Ellen Wilkinson, M.P., who has
not seen the Fakirs, told an Evening
Standard representative that she would
not dream of going to such a performance
herself if it were thrown open to the
public.

"But it is a matter of taste," she ad-
ded, "and I do not see why anybody
should not exercise his own judgment,
though I personally happen to think that
the body is not made to be cut about in
this way or otherwise maltreated."

The following views were given by some
of those present at the performance at the
Scala, although it is understood that on
a vote being taken at the conclusion of
Tahra Bey's display the majority ex-
pressed themselves in favour of public re-
presentations.

Lady Dorothy Mills.—I am pretty well
hardened and have seen much more lurid
things in the homes from which they come.
The demonstration was remarkably in-
teresting, but perhaps it would be better
if it were kept quite apart and not given
as a part of a programme where people
who had come for general entertainment
might object to it.

Lady Harmer.—The demonstration was
of a type which seemed to me more suit-
able for private investigation by medical
men than as a public show. I think it
must be of very great interest indeed to
doctors. It struck me as rather morbid
and might easily affect many of the
general public.

Lord Asquith.—I was not able to at-
tend the exhibition, but a relative of
mine who went expressed the opinion that
he hoped it would not be given in public
here although very interesting to scientific
people.

ON SALE.

HONGKONG HANBARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1925.

Revised by Members.

PRICE 85

DAILY PRESS OFFICE.

VESSELS EXPECTED.

Change (Australian-Oriental Line), due
June 14th.

Empress of Asia (C.P.R.), due June
14th.

Javanese Prince, due to-morrow.

Misapora (P. & O.), due to-morrow,
about 7 a.m.

VESSELS IN DOCK.

The following vessels are in Dock:—
Kowloon Dock:—Pusat, City of Salis-
bury.
Taikoo Dock:—Kishan, Luking, Seang
Bee.

SUNRISE AND SUNSET IN
HONGKONG.

FOR JUNE, 1926.

(STANDARD TIME OF THE 180TH MERIDIAN,
EAST OF GREENWICH.)

Date.	Sunrise.	Sunset.
June 4th.....	5.33 a.m.	7.04 p.m.
" 5th.....	5.33 "	7.03 "
" 6th.....	5.33 "	7.05 "
" 7th.....	5.33 "	7.06 "
" 8th.....	5.33 "	7.06 "
" 9th.....	5.33 "	7.06 "
" 10th.....	5.33 "	7.07 "
" 11th.....	5.33 "	7.07 "
" 12th.....	5.33 "	7.07 "
" 13th.....	5.33 "	7.08 "
" 14th.....	5.33 "	7.08 "
" 15th.....	5.33 "	7.08 "
" 16th.....	5.33 "	7.08 "
" 17th.....	5.33 "	7.09 "
" 18th.....	5.33 "	7.09 "
" 19th.....	5.33 "	7.09 "
" 20th.....	5.33 "	7.10 "
" 21st.....	5.33 "	7.10 "
" 22nd.....	5.33 "	7.10 "
" 23rd.....	5.40 "	7.10 "
" 24th.....	5.40 "	7.10 "
" 25th.....	5.40 "	7.11 "
" 26th.....	5.40 "	7.11 "
" 27th.....	5.41 "	7.11 "
" 28th.....	5.41 "	7.11 "
" 29th.....	5.41 "	7.11 "
" 30th.....	5.41 "	7.11 "

HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, June 3rd.

	Previous On	Date On	At
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.82	29.84	29.84
Temperature	83	89	70
Humidity	81	83	70
Wind Direction	ENE	E	E
" Force	4	4	3
Weather	OP	O	OR
Rain	0.23	0.00	0.23

Highest open-air Temperature on 2nd ... 71

Lowest open-air Temperature on 3rd ... 67

HONGKONG TIDE TABLE.

From June 4th to 10th, 1926.

		HIGH WATER.				LOW WATER.			
Days of Week	Days of Month	H'kong. Standard Time.		Height.		H'kong. Standard Time.		Height.	
Fri.	4	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		5 53	5 6	11 14	3 4				
Satur.	5	6 13	5 3	11 44	3 4				
		5 36	5 3						
Sun.	6	6 48	5 4	0 4	1 7				
		8 49	5 2	0 54	2 7				
Mon.	7	7 19	5 2	0 48	2 0				
		7 44	5 4	1 35	2 3				
Tues.	8	7 54	6 3	2 34	1 1				
		8 56	4 3	2 34	1 1				
Wed.	9	8 18	4 7	1 52	0 6				
		9 55	4 5	3 17	0 6				
Thur.	10	8 47	7 0	3 23	0 7				
		10 50	4 3	3 59	0 6				

SHIPPING NEWS.

ARRIVALS.

June 2nd.
Kingman, British str., 1,340 tons, Capt. D. H. Martin, from Singapore and Amoy, with a cargo of firewood, lying at buoy No. 11.—B. & S.
Kum Sang, British str., 2,341 tons, Capt. H. W. Chandler, from Kobe and Amoy, with a general cargo, lying at Stonecutters.—Jardine, Matheson & Co.
Olderbek, Dutch str., 1,242 tons, from Antwerp and Manila, with a general cargo, lying at Kowloon Wharf.—J.C.J.L.
Tjibodas, Dutch str., 2,953 tons, Capt. J. Maerhout, from Batavia and Manila, the latter port she left on May 30th, with sugar and hemp, lying at buoy No. 424.—J.C.J.L.
June 3rd.
Genoa Maru, Japanese str., 6,534 tons, Capt. M. Shigyo, from Shanghai, which port she left on May 30th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.
Lycan, British str., 4,814 tons, Capt. J. Davies, from Hankow and Shanghai, the latter port she left on May 31st, with bamboo split and general cargo, lying at buoy No. 41.—B. & S.

CLEARANCES.

June 3rd.
Chak Sang, for Haiphong.
Haining, for Amoy.
Seon Maru, for Colombo.
Lycan, for Manila.
Mikasa Maru, for Hongay.
Olderbek, for Shanghai.
Phanang, for Saigon.
Szechuen, for Shanghai.
Sui Fik, for Sha U Chung.
Tai Hong, for Haiphong.
Yatshing, for Shanghai.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Kube yesterday at 3 a.m. and is due at Yokohama to-day at 7 p.m.
The R.M.S. *Empress of Canada*, from Hongkong on May 11th, arrived at Vancouver on May 31st.
The motor vessel *Japanese Prince*, from New York, sailed from Shanghai on June 2nd at 6 p.m. and is expected to arrive here on the 5th inst.

SHIPPING NOTES.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday, was 2,236, of which the s.s. *Kum Sang* (British), from Kobe and Amoy carried 850; the s.s. *Agapenor* (British), from Bremen and Singapore 316; the s.s. *Glenfallach* (British), from Penang and Hoibow 253; and the s.s. *Tjibodas* (Dutch), from Dairen and Amoy 400.

The R.M.S. *Empress of Australia*, which is now in port will be withdrawn from the Orient service in October. Her last trip from Victoria will be on October 25th. She will arrive here on November 18th, and will then proceed to England via the Suez Canal. On arriving in England she is to go to drydock to undergo the necessary alterations to her hull and to have new engines and boilers installed. Then she will be put on the Atlantic service.

Seven new ships are to be constructed for the C.P.R. Two will be passenger and freight vessels and five freighters only. They will all be built on the Clyde. The new passenger liners are to be similar to the *Montrose*, *Montclair* and *Montcalm*, launched in 1921, and will be available in 1923. These ships will replace older boats, which, in turn, will be disposed of as opportunity occurs. The five freight boats will be of 3,500 tons and are to have a sea speed of not less than fourteen knots. These are to be ready for service next year and are not being constructed for the purpose of replacing older tonnage, but to provide extra accommodation for the transport of Canada's growing exports.

At present the Canadian Pacific Railway has ten ships employed regularly on the St. Lawrence route, connecting with Hamburg, Antwerp, Southampton, Cherbourg, Queenstown, Liverpool, Belfast and Glasgow. In addition there are three that are less up-to-date, which can be used for the passenger business as demands warrant. Next year, as stated, this service will be augmented by the addition of the *Empress of Australia*, whose new engines will give her a speed of eighteen knots.

HONGKONG SHIPPING.

An increased number of arrivals, practically all of whom made fairly good entries, especially in regard to freight for ports beyond, accounted for the total increase of 27,532 tons on all cargo entered, which was shown in yesterday's shipping statement. The main increase was in respect of freight for ports beyond, for whereas Hongkong cargo only registered an increase of 1,755 tons, that for other ports had gone up by 25,777 tons.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday numbered fourteen, six—eight British, three Dutch and three Japanese. The departures over the same period came to thirteen, viz.—one French for Haiphong, one British for Kwang Chow Wan, one Chinese for Haiphong, two British for Singapore, one Japanese for Tokyo, one British for Amoy, one British and one Dutch for Shanghai, two Japanese for Saigon and one Dutch and one Japanese for Swatow. Clearances numbered seven, and were one British for Hoibow, one British and two Japanese for Shanghai, one Dutch for Banka, one Dutch for Macassar and one Japanese for Moji.

CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday).

For Hongkong 13,731 tons.
For ports beyond 32,133
Total 46,864

(During the previous 24 hours ended at 9 a.m. on Wednesday).
For Hongkong 10,966 tons.
For ports beyond 6,356
Total 17,322

Of the cargo for Hongkong, 4,214 tons were in British bottoms, 1,600 tons being the heaviest entry. Of the 8,507 tons in other vessels, 5,484 tons topped the list, with two other entries of over one thousand tons each coming next. With regard to freight for ports beyond, 7,485 tons were carried in British steamers; while 21,638 tons were in vessels of other nationality. This total included two entries of over six thousand tons, one of over five thousand tons, and one of over four thousand tons.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:

Kum Sang (British) from Kobe and Amoy with 731 tons of general cargo, mail and 607 tons for ports beyond;

Kingman (British) from Singapore and Amoy with 300 tons of firewood and mail;

Lycan (British) from Hankow and Shanghai with four tons of bamboo splits and baskets, mail and 531 tons for ports beyond;

Agapenor (British) from Bremen and Singapore with 700 tons of general cargo, mail and 6,000 tons for ports beyond;

Szechuen (British) from Shanghai and Amoy with 350 tons of general cargo and mail;

Tam (British) from Bangkok and Koh Si Chang with 1,600 tons of general cargo and mail;

Glenfallach (British) from Penang and Hoibow with 400 tons of general cargo and 150 tons for ports beyond;

Empress of Australia (British) from Vancouver, Shanghai and Wosung with 76 tons of beer and general cargo, mail and 21 tons of zinc and general cargo for ports beyond;

Olderbek (Dutch) from Antwerp and Manila with 5,484 tons of general cargo and 2,903 tons for ports beyond;

Tjibodas (Dutch) from Batavia and Manila with 1,050 tons of sugar, hemp and general cargo, mail and 7,388 tons of similar cargo for ports beyond;

Tjibodas (Dutch) from Dairen and Amoy with 1,100 tons of general cargo, mail and 6,038 tons for ports beyond;

Genoa Maru (Japanese) from Yokkaichi and Shanghai with 284 tons of general cargo, mail and 6,158 tons for ports beyond;

Tamba Maru (Japanese) from Bombay and Singapore with 50 tons of general cargo, mail and 5,008 tons for ports beyond;

Hosan Maru (Japanese) from Keelung and Swatow with 503 tons of general cargo, mail and 143 tons for ports beyond.

Yesterday being a public holiday on the occasion of His Majesty the King's birthday, the Harbour Office was closed during the afternoon, and vessels arriving later than those mentioned in the above statement were not obtainable.

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EMPRESS OF AUSTRALIA	June 11	June 14	June 18	June 19	June 30
EMPRESS OF ASIA	June 24	June 27	June 30	July 1	July 12
EMPRESS OF CANADA	July 9	July 12	July 15	July 16	July 26
EMPRESS OF RUSSIA	July 23	July 26	July 29	July 30	Aug. 9
EMPRESS OF AUSTRALIA	Aug. 19	Aug. 22	Aug. 25	Aug. 26	Sept. 6
EMPRESS OF ASIA	Sept. 3	Sept. 6	Sept. 9	Sept. 10	Sept. 20
EMPRESS OF CANADA	Sept. 16	Sept. 19	Sept. 22	Sept. 23	Oct. 3
EMPRESS OF RUSSIA	Oct. 1	Oct. 4	Oct. 7	Oct. 8	Oct. 18
EMPRESS OF AUSTRALIA	Oct. 14	Oct. 17	Oct. 20	Oct. 21	Oct. 31
EMPRESS OF ASIA	Oct. 28	Oct. 31	Nov. 3	Nov. 4	Nov. 14

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
June 16	June 13	June 19	June 21
June 30	July 2	July 3	July 5

Passenger Department:
Freight and Express:

Tel. C. 753.
Tel. C. 42.

Cables: GAOANPAO.
Cables: NAUTILUS.

[15]



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

*KOREA MARU ... Tuesday, 15th June, at Noon
*SHINYO MARU ... Tuesday, 29th June, at Noon
*SIBERIA MARU ... Tuesday, 13th July, at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

*BOKUYO MARU ... Friday, 4th June, at Noon
*BAKUYO MARU ... Saturday, 17th July, at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

*KAMO MARU ... Saturday, 5th June, at Noon
*KATORI MARU ... Saturday, 19th June, at Noon
*ATSUTA MARU ... Saturday, 3rd July, at Noon
*KASHIMA MARU ... Saturday, 17th July, at Noon

SYDNEY & MELBOURNE via Manila & Ports.

*TANGO MARU ... Wednesday, 23rd June, at 11 a.m.
*AKI MARU ... Wednesday, 21st July, at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

*TAKAKA MARU ... Tuesday, 8th June, at Noon
*TOTAMA MARU ... Sunday, 20th June, at Noon

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

*KAWACHI MARU ... Wednesday, 7th July, at Noon

BOMBAY via Singapore, Penang & Colombo.

*GENOA MARU ... Friday, 4th June, at Noon
*SADO MARU ... Thursday, 10th June, at Noon

CALCUTTA via Singapore, Penang & Rangoon.

*PENANG MARU ... Sunday, 20th June, at Noon

NAGASAKI, KOBE & YOKOHAMA.

*AKI MARU ... Saturday, 19th June, at Noon

SHANGHAI, KOBE & YOKOHAMA.

*TOTTORI MARU ... Saturday, 5th June, at Noon
*BAKONE MARU ... Monday, 14th June, at Noon
*HAKATA MARU ... Tuesday, 15th June, at Noon

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central Nos. 292, 293 & 2422.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

HAIPHONG	OSAKA via SHANGHAI	"CHAKSANG"	Friday, 4th June, at Noon.
STRAITS & CALCUTTA	OSAKA via SHANGHAI	"KUMSANG"	Friday, 4th June, at 3 p.m.
HAIPHONG	OSAKA via SHANGHAI	"KUMSANG"	Friday, 4th June, at 10 a.m.
TSINGTAU via SHANGHAI	OSAKA via SHANGHAI	"FOOKSANG"	Wednesday, 9th June, at Noon.
TIENTSIN	OSAKA via SHANGHAI	"CHONGSANG"	Thursday, 10th June, at Noon.
STRAITS & CALCUTTA	OSAKA via SHANGHAI	"FOOKSANG"	Thursday, 10th June, at 3 p.m.
OSAKA via SHANGHAI	OSAKA via SHANGHAI	"KUMSANG"	Saturday, 12th June, at 7 a.m.
HAIPHONG	OSAKA via SHANGHAI	"LEESANG"	Sunday, 13th June, at 9 a.m.
SANDAKAN	OSAKA via SHANGHAI	"HINSANG"	Tuesday, 15th June, at 2 p.m.
TSINGTAU via SHANGHAI	OSAKA via SHANGHAI	"KWONGSANG"	Wednesday, 16th June, at Noon.
OSAKA via MOJI & KOBE	OSAKA via SHANGHAI	"YUNESANG"	Friday, 18th June, at 7 a.m.
STRAITS & CALCUTTA	OSAKA via SHANGHAI	"NAMSANG"	Saturday, 19th June, at 3 p.m.
TIENTSIN	OSAKA via SHANGHAI	"CHIFSHING"	Wednesday, 23rd June, at 7 a.m.
TSINGTAU via SHANGHAI	OSAKA via SHANGHAI	"YATSHING"	Wednesday, 23rd June, at Noon.

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JOINT SERVICE OF STEAMERS.

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Vessel	Due Hongkong
"CARNARYONSHIRE"	12th June.
"GLENSHIRE"	19th "
"PEMBROKESHIRE"	11th July.
"GLENFERRIE"	2nd "
"GLENOGLE"	5th Aug.

HOMEWARDS.

Vessel	Discharges	Leaves Hongkong
"GLEN SANDA"	...	30th June
"CARNARYONSHIRE"	...	28th July
"PEMBROKESHIRE"	...	25th Aug.
"GLENFERRIE"	...	...
"GLENOGLE"	...	...

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

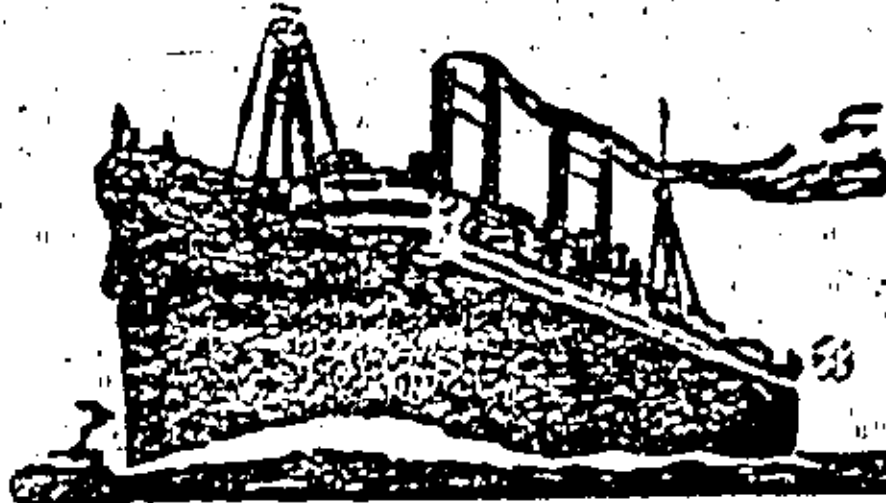
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"SS. 'DESSAU'"	18th June, 1926	7th June, 1926.
"COBLENTZ"	15th July, "	26th June, "
"FRANKEN"	12th August, "	22nd August, "
"TULDA"	11th September, "	16th October, "
"M. 'KONIGSBERG'"	9th October, "	13th November, "
"TRIEM"	6th November, "	11th December, "
"SAARBRUECKEN"		
"COBLENTZ"		

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STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIBODAS	JAVA & M'ERAT	4th June	6th June	JAPAN
TJIBODARI	SEARANG	14th "	17th "	BATAVIA
TJIBODOR	JAVA & M'ERAT	14th "	17th "	AMOT, SHANGHAI & DALNY
TJIBODOM	DALNY & AMOT	20th "	22nd "	M'ERAT & S'BAI
TJIBESAR	JAVA & M'ERAT	31st "	23rd "	JAPAN

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M/S "ERMLAND" ... due here on or about 8th of July

SAILINGS FOR EUROPE via MANILA—

M/V "VOGTLAND" ... due here on or about the 14th June
S/S "PREUSSEN" ... due here on or about the 15th July

For Freight, passage and further particulars please apply to

JEBSEN & CO.

12, PEDDER STREET.

TEL. C. 2225.

[16]



SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at H'gk. and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
"D'ARTAGNAN"	...	...	8th June, 1926
"ANGOR"	...	...	22nd June, "
"PORTHOS"	7th May, 1926	8th June, 1926	8th July, "
"ANDRE LEBON"	21st May, "	22nd June, "	20th July, "
"PAUL LECAT"	4th June, "	20th July, "	3rd Aug., "
"GENERAL METZINGER"	18th June, "	20th July, "	17th Aug., "
"PONTAINEBLEAU"	2nd July, "	3rd Aug., "	31st Aug., "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A CLASS 1st Class ... £ 69. 0d. 0d.
B CLASS 1st Class ... £ 85. 0s. 0d.
C CLASS 1st Class ... £ 70. 0d. 0d.
D CLASS 1st Class ... £ 61. 0s. 0d.
Through Tickets to London and Leaving Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).

s.s. "YALOU" from DUNKIRK, LONDON & HAVRE is due to arrive on the 21st June.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

5, Queen's Building, Charter Road.

CONSIGNATION—TRANSIT—REPRESENTATION.

[14]

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF SALISBURY" ... Via Suez Canal ... From Hongkong 18th June.
S.S. "COLORADO" ... Via Suez Canal ... From Hongkong 2nd July.**BOSTON & NEW YORK****AMERICAN & ORIENTAL LINE**

(ANDREW WHEAT & Co., Ltd.)

Sailings from Hongkong
M.V. "CEDARBANK" ... via Suez Canal ... End June.**UNITED KINGDOM & CONTINENT****"ELLERMAN" LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF GLASGOW" ... For Marseilles, London, Hamburg & Havre ...
From Hongkong, 23rd June.FARES TO LONDON "A" 1st Class £28. 2nd Class £20.
"B" 1st Class £20. 2nd Class £14.**MAURITIUS & SOUTH AFRICA****ORIENTAL-AFRICAN LINE**

STEAMER From Hongkong July/August.

Leading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Oshana, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTAL-EAST INDIES LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON**NEW YORK****PHILADELPHIA**

M.V. "JAVANESE PRINCE" ... Leave Hongkong 5th June

M.V. "ASIATIC PRINCE" ... " " " 30th June

M.V. "JAPANESE PRINCE" ... " " " 3rd August

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Faraprinca.

King's Building.

[19]

**KONINKLIJKE PAKETVAART
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP

"VAN CLOON"Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on the 10th June, at Noon.

Offers excellent Saloon accommodation.

All lower berths.

Doctor carried.

English cuisine.

Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service
to all destinations in the Netherlands East Indies and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574.

Yokohama, Osaka, Kobe.

[12]

**P. & O. British India
Apcar and
Eastern & Australian
Lines**(COMPANIES Incorporated in ENGLAND).
**MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR**STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.**PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"MIRZAPUR"	6,715	5th June, Noon	Marseilles, London, Rotterdam & Antwerp.
"NAGPORE"	5,253	7th June, Noon	Singapore, Penang, Colombo & Bombay.
"KHYBER"	9,114	12th June, Noon	Marseilles, London & Antwerp.
"KIDDERPORE"	5,334	21st June	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,992	28th June	Marseilles and London.
"JEYPORE"	5,318	5th July	Singapore, Penang, Colombo & Bombay.
"KARMA"	9,122	10th July	Marseilles, London, Rotterdam & Antwerp.
"PADMA"	8,507	18th July	Singapore, Penang, Colombo & Bombay.
"KASHMIR"	8,985	22nd July	Marseilles and London.
"RANPURA"	10,585	24th July	Singapore, Penang, Colombo & Bombay.
"DELTA"	8,067	7th Aug.	Marseilles, London, and Antwerp.
"MACEDONIA"	11,089	31st Aug.	Marseilles and London.
"KALYAN"	9,144	4th Sept.	Marseilles, London & Antwerp.
"MALWA"	10,941	18th Sept.	Marseilles, London & Antwerp.
"KASHGAR"	9,005	2nd Oct.	Marseilles and London.
"MOREA"	10,918	16th Oct.	Marseilles, London and Antwerp.
"KHYBER"	9,114	30th Oct.	Marseilles and London.
"MANTUA"	10,992	13th Nov.	Marseilles, London and Antwerp.
"KARMA"	9,122	27th Nov.	Marseilles and London.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireas, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship.	Tons.	From Hongkong (about)	Destination.
"TAKADA"	6,949	11th June	Singapore, Penang and Calcutta.
"SANTIA"	7,754	6th July	do.
"TILAWA"	10,005	12th July	do.
"TALAMBA"	8,013	19th July	do.
"SHIRALA"	7,241	22nd July	do.

MASTERN AND AUSTRALIAN SAILINGS (South)

Steamship.	Tons.	From Hongkong (about)	Destination.
"ARAFURA"	6,000	29th June	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	30th July	do.
"TANDA"	6,956	27th August	do.

The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Hio, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

Steamship.	Tons.	From Hongkong (about)	Destination.
"KARMA"	9,089	11th June	Shanghai and Kobe.
"ARAFURA"	6,000	12th June	Moji, Kobe and Yokohama.
"SANTIA"	7,754	13th June	Moji and Kobe.
"TILAWA"	10,005	22nd June	Shanghai, Moji and Kobe.
"KASHMIR"	8,985	25th June	Shanghai, Tsingtau, Weihaiwei and Kobe.
"TALAMBA"	8,013	28th June	Kobe and Yokohama.
"SHIRALA"	7,241	1st July	Moji, Kobe and Yokohama.
"ST. ALBANS"	4,500	6th July	Moji, Kobe and Yokohama.
"KANPUKA"	15,585	8th July	Shanghai only.
"DELTA"	8,067	9th July	Shanghai, Moji, Kobe and Yokohama.
"MACEDONIA"	11,089	22nd July	Shanghai, Moji and Kobe.
"TANDA"	6,956	3rd Aug.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	8th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	19th Aug.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	2nd Sept.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	7th Sept.	Shanghai, Moji and Kobe.
"MOREA"	10,918	16th Sept.	Shanghai, Moji and Kobe.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australia Lines are fitted with Laundries.
Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbo's, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1]**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

AMOY & POOCHOW

AND RETURN

(Occupying 8 or 10 Days)

HAICHING ... Capt. A. H. Stewart ... Tuesday, 8th June, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAI-HONG" and "HAI-HING" at the Reduced Rate of \$90.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

[8]

**CHINA NAVIGATION CO.,
LIMITED.**

WEIHAIWEI, CHEFOO & TIENTSIN	"KURICHOW"	On 4th June, 4 p.m.
SHANGHAI & TSINGTAO	"SEANTUNG"	On 6th June, 6 p.m.
AMOY, SINGAPORE & BANGKOK	"KINGYUAN"	On 5th June, 6 p.m.
BALIK PAPAN & TULATJAP	"TAIKOOOWANYI"	On 6th June, 10 a.m.
AMOY & SHANGHAI	"SINKIANG"	On 8th June, 6 a.m.
HAIPHONG	"TEAN"	On 8th June, 10 a.m.
SHANGHAI	"NEWCHOWANG"	On 10th June, 6 a.m.
SHANGHAI & TSINGTAO	"LINAN"	On 12th June, 6 a.m.
BANGKOK	"KWANGTUNG"	On 12th June, 6 a.m.
SHANGHAI	"SUIYANG"	On 13th June, 6 a.m.

For Freight or Passage apply to— **BUTTERFIELD & SWIRE,**

Telephone Central 36.

Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.**"CHANGTE" & "TAIPING"**

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

Via MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	14th June	18th June, Noon
TAIPING	13th July	17th July
CHANGTE	10th August	14th August
TAIPING	11th September	16th September

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE,**

Telephone: CENTRAL 36.

Agents. [5]

DODWELL & CO., LTD.**NEW YORK BERTH.**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "DACE CASTLE" ... Sailing on or about 19th June

LLOYD TRIESTINO.REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.**NEXT SAILINGS.**

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

M.V. "ESQUILINO" ... From Hongkong.
Sails about 5th June.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

M.V. "ESQUILINO" ... From Hongkong.
Sails about 30th June.**NATAL LINE OF STEAMERS**

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sails from Calcutta about 2nd July via
Rangoon and Colombo.Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents. [17]

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "LYCAON"	... Via Suez Canal	4th June
S.S. "CITY OF SALISBURY"	... Via Suez Canal	18th June
S.S. "COLORADO"	... Via Suez Canal	2nd July
S.S. "LAOMEDON"	... Via Suez Canal	16th July

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR **THE BANK LINE, LTD., HONGKONG.**
HONGKONG AND CANTON. **JARDINE, MATHESON & CO., LTD., CANTON.** [21]

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Date
Europe via Singapore Letters (only)	Totter's	4th June.
London, 6th May	Pres. Lincoln	4th June.
Manila	Messager	4th June.
SHANGHAI & EUROPE via SIBERIA	Messager	4th June.
SHANGHAI	Kamo Maru	5th June.
JAPAN and SHANGHAI	Nagoya	6th June.
SHANGHAI and EUROPE via SIBERIA	Pres. Garfield	7th June.
U.S.A., HONKONG, JAPAN & SHANGHAI	D'Aragnan	8th June.
JAPAN & SHANGHAI	Pres. Jackson	8th June.
MANILA		
Europe via Singapore (Letters only)	Esquimaux	8th June.
London, 6th May	Pres. Lincoln	10th June.
U.S.A., HONKONG, JAPAN & SHANGHAI	Kayser	11th June.
SHANGHAI	Pres. McKinley	12th June.
U.S.A., CANADA, JAPAN & SHANGHAI		

OUTWARD MAILS.

For	Per	Date
Tourane & Quinhon	Pharany	Friday, 4th, 8.30 A.M.
Haiphong	Pharany	8.30 A.M.
Japan	Banyo Maru	10.30 A.M.
Straits & Calcutta	Kumming	Parcels Noon
		Letters 1.00 P.M.
Manila	Lycan	2.30 P.M.
Formosa	Typhoon	2.30 P.M.
Shanghai, Japan, Hongkong, U.S.A., C. & S. America & EUROPE via San Francisco—due San Francisco, 30th June, & EUROPE via Siberia (Letters & postcards specially superscribed "via Siberia" only)	Pres. Lincoln	Parcels Noon
		Letters 3.30 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 5th July	Kamo Maru	Reg. 1.45 P.M.
Wei Hai Wei	Kuichow	2.00 P.M.
Shanghai	Shantung	4.00 P.M.
Amoy	Kingyuan	4.00 P.M.
Swatow, Amoy and Formosa	Houan Maru	Sunday, 6th, 9.00 A.M.
Straits	Nagoya	Monday, 7th, 10.30 A.M.
Manila	Pres. Garfield	10.30 P.M.
Amoy	Sinkiang	5.00 P.M.
Haiphong	Team	Tuesday, 8th, 8.30 A.M.
Amoy & Fochow	Hui Ching	Noon
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 10th July	D'Aragnan	Reg. 12.45 P.M.
		Letters 1.30 P.M.
Haiphong	Mingang	Wednesday, 9th, 8.30 A.M.
Shanghai	Fochow	10.31 A.M.
Shanghai, Japan, Canada, U.S.A., C. & S. America & EUROPE via Victoria, B.C.—due Victoria, B.C., 28th June	Pres. Jackson	Parcels Noon
		Reg. 2.45 P.M.
		Letters 3.30 P.M.
Straits and Calcutta	Fookang	Thursday, 10th, 1.00 P.M.
Manila	Pres. Cleveland	Friday, 11th, 1.30 P.M.
Shanghai	Kuichow	6.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 11th July	Kayser	Parcels 5.00 P.M.
		Reg. 12.45 P.M.
		Letters 10.30 A.M.
Manila	Pres. McKinley	Sunday, 13th, 9.00 A.M.
Sandakan	Himeang	Tuesday, 15th, 12.30 P.M.
Shanghai	Kwongang	Wednesday, 16th, 10.30 A.M.

* Correspondence bearing vessel's name only.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
 Issued and Fully Paid \$50,000,000
 Reserve Funds \$2,500,000
 Silver \$27,000,000
 Reserve Liability of Proprietors \$20,000,000.

HEAD OFFICE: HONGKONG.

Court of Directors:
 Hon. Mr. D. G. M. BERNARD,
 Chairman.
 Hon. Mr. A. O. LANG,
 Deputy Chairman.
 W. H. Bell, Esq., J. A. Plummer, Esq.,
 A. H. Compton, Esq., T. G. Wren, Esq.,
 W. L. Patterson, Esq., H. F. White, Esq.,
 G. M. Young, Esq.,
 Chief Manager:
 A. H. BARLOW, Esq.

BRANCHES:
 Amoy, Hongkong, Penang,
 Bangkok, Shanghai, Rangoon,
 Canton, Yokohama, Saigon,
 Hankow, Kobe, Singapore,
 Harbin, Lyons, London,
 Peking, Calcutta, Bombay,
 Tientsin, Shanghai, Hongkong,
 Hankow, Peking, Yokohama.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
 Hongkong, 27th May, 1926. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application to the HONGKONG & SHANGHAI BANKING CORPORATION.
 A. H. BARLOW, Chief Manager.
 Hongkong, 27th May, 1926. [25]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
 HEAD OFFICE: LONDON.
 Paid-up Capital £3,000,000
 Reserve Fund £4,000,000
 Reserve Liability of Proprietors £3,000,000.

FOREIGN EXCHANGE and General Banking Business transacted.
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
 A. H. FERGUSON, Manager.
 Hongkong, April 15th, 1926. [30]

BANQUE DE L'INDO-CHINE.

Head Office:
 96, Boulevard Haussmann, Paris.
 Subscribed Capital Frs. 72,000,000
 Paid-up Capital Frs. 68,400,000
 Reserve Fund Frs. 59,607,253.54

BRANCHES:
 Bangkok, Hanoi, Pondicherry,
 Canton, Hongkong, Saigon,
 Hankow, Shanghai, Tientsin,
 Harbin, Peking, Yunnanfu,
 Lyons, Paris, etc.

BANKERS:
 IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.
 IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
 IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
 Every description of Banking and Exchange Business transacted.
 A. LECOT, Manager.
 Hongkong, 30th March, 1924. [33]

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONGKONG.
 10, Des Voeux Road Central.
 AUTHORIZED CAPITAL \$10,000,000
 PAID-UP CAPITAL 5,000,000
 RESERVE FUND 1,900,000

BRANCHES AND AGENCIES:
 Canton, Osaka, Haiphong,
 London, Singapore, Batavia,
 Melbourne, Kowloon, New York,
 Nagasaki, Calcutta, Yokohama,
 Tientsin, Saigon, Kobe,
 Manila, San Francisco, Peking,
 Bombay, Taipei, Rangoon,
 Shanghai, Tokyo, Sourabaya,
 Paris, Penang, Semarang,
 Honolulu.

Correspondents in all principal cities of the world.
 Every description of Banking and Exchange business transacted.
 Loans granted on approved securities.
 SAFE DEPOSIT BOXES To Let.
 Kin Yung Po, Chief Manager.
 Hongkong, 22nd May, 1924.

COMMERCIAL.

OPENING QUOTATIONS:

June 4th, 1926.
 On LONDON:—
 Telegraphic Transfer 2/2 1/2
 Bank Bills, on demand 2/2 1/2
 Bank Bills, at 30 days' sight 2/2 1/2
 Bank Bills, at 60 days' sight 2/2 1/2
 Bank Bills, at 90 days' sight 2/2 1/2
 Bank Bills, at 120 days' sight 2/2 1/2
 Bank Bills, at 150 days' sight 2/2 1/2
 Bank Bills, at 180 days' sight 2/2 1/2
 Bank Bills, at 210 days' sight 2/2 1/2
 Bank Bills, at 240 days' sight 2/2 1/2
 Bank Bills, at 270 days' sight 2/2 1/2
 Bank Bills, at 300 days' sight 2/2 1/2
 Bank Bills, at 330 days' sight 2/2 1/2
 Bank Bills, at 360 days' sight 2/2 1/2
 Bank Bills, at 390 days' sight 2/2 1/2
 Bank Bills, at 420 days' sight 2/2 1/2
 Bank Bills, at 450 days' sight 2/2 1/2
 Bank Bills, at 480 days' sight 2/2 1/2
 Bank Bills, at 510 days' sight 2/2 1/2
 Bank Bills, at 540 days' sight 2/2 1/2
 Bank Bills, at 570 days' sight 2/2 1/2
 Bank Bills, at 600 days' sight 2/2 1/2
 Bank Bills, at 630 days' sight 2/2 1/2
 Bank Bills, at 660 days' sight 2/2 1/2
 Bank Bills, at 690 days' sight 2/2 1/2
 Bank Bills, at 720 days' sight 2/2 1/2
 Bank Bills, at 750 days' sight 2/2 1/2
 Bank Bills, at 780 days' sight 2/2 1/2
 Bank Bills, at 810 days' sight 2/2 1/2
 Bank Bills, at 840 days' sight 2/2 1/2
 Bank Bills, at 870 days' sight 2/2 1/2
 Bank Bills, at 900 days' sight 2/2 1/2
 Bank Bills, at 930 days' sight 2/2 1/2
 Bank Bills, at 960 days' sight 2/2 1/2
 Bank Bills, at 990 days' sight 2/2 1/2
 Bank Bills, at 1020 days' sight 2/2 1/2
 Bank Bills, at 1050 days' sight 2/2 1/2
 Bank Bills, at 1080 days' sight 2/2 1/2
 Bank Bills, at 1110 days' sight 2/2 1/2
 Bank Bills, at 1140 days' sight 2/2 1/2
 Bank Bills, at 1170 days' sight 2/2 1/2
 Bank Bills, at 1200 days' sight 2/2 1/2
 Bank Bills, at 1230 days' sight 2/2 1/2
 Bank Bills, at 1260 days' sight 2/2 1/2
 Bank Bills, at 1290 days' sight 2/2 1/2
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